

y, 1955

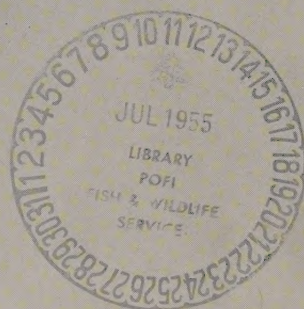
50 cents

What Tariff Deal
Did to Tuna . . . p1

Fashion in Salmon
Accents Pink . . p11

PACIFIC FISHERMAN

p. 16
30
41



71 Columbia St., Se...

WESTERN WARRIOR
VANCOUVER B.C.

POWER BLOCK, newest device in mechanization of purse
seining, hauls a Canadian herring net in the Strait
of Georgia with only two men working on the turntable.



A MILLER FREEMAN PUBLICATION



Why fishermen use gill nets of **Du Pont Nylon**

Practically every fisherman on the Great Lakes now uses gill nets of Du Pont nylon. This is because nylon nets are lightweight, yet tough and durable... easy to handle... easy to clean and maintain. These nets eliminate the need for drying, thus can be fished continuously... pick up less fish slime... are resistant to rot, mildew and marine organisms.

Fishermen tell us they catch many more fish with gill nets of Du Pont nylon because the nets hang better in the water... have sharper twines... are not

clearly visible to fish. No wonder these fishermen report reduced operating costs and more profits!

You probably know, too, that Du Pont nylon is now being used more and more for lobster heading twine, cod ends, salmon netting, shrimp nets, trammel nets and purse seines of various types—showing how more and more fishermen prefer the long-run economy of Du Pont nylon.

See your supplier for Du Pont nylon in netting to meet your needs. And for

free booklet on what the advantages Du Pont nylon in netting mean to you write to: Du Pont, N-4430, Wilmington 98, Delaware. (*Du Pont makes fiber, not twine or netting.*)



BETTER THINGS FOR BETTER LIVING
... THROUGH CHEMISTRY

netting of Du Pont **nylon**

PACIFIC FISHERMAN

Vol. 53

No. 8

July, 1955

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A MILLER FREEMAN
PUBLICATION



Tariff Deal Fails to Face Problem of Tuna-in-Brine

● America's tuna industry—fishermen and operators alike—may be expected to suffer severely from the Geneva trade agreements; and it is doubtful if the tuna industry of Japan will be greatly benefitted because the agreements failed to deal realistically with the problems and inequities arising from tuna-in-brine and its tariff treatment.

So far as frozen tuna imports are concerned, the fishermen *lost* little save hope—hope that the present crippling flow of imports might be lessened. Albacore is *bound* duty-free, which means this status cannot be changed. Lightmeat tuna remains duty-free, but is not *bound*. This gives the fishermen the right to fight on—if they have the heart.

● Canned tuna in oil takes a duty reduction from 45% to 35%—but this is not the aspect of the GATT agreements most discouraging and distressing to the American industry.

Worst blow was the failure of American negotiators to correct the stupid inequity which permits the import of tuna in brine at only 12½%, while standard tuna pays a much higher rate.

As result, the enormous majority of the canned tuna imports are packed in brine; and some close students of the tuna industry believe present marketing troubles stem from the cumulative adverse effect of this vast quantity of brined tuna on a market which for generations has recognized tuna in oil as the standard.

● Moreover, the 12½% tariff on tuna in brine is *bound*—cannot be changed—save for such imports as may exceed 20% of the total United States pack. Defenders of the new trade agreements will make much of the “quota” on tuna in brine.

Yes, there's a quota all right; but when it is exceeded nothing happens save that the imports in brine above the quota are *no longer bound*. The duty is still 12½%, but it isn't *guaranteed*.

And how high is the quota?

It's so high that it has never yet been attained, even though the tuna-in-brine imports have threatened to wreck the industry's market. In 1954, when the tuna-in-brine imports approximated 1,500,000 cases, and were the highest in history, they would have fallen short of the quota by about 660,000 cases.

In short, the new agreement *guarantees* that there will be no increase in the 12½% tariff on tuna in brine unless the imports of this product are far heavier than they have been, and heavier than those which have occasioned severe distress to the American industry this year.

And what happens if the in-brine imports exceed the quota?

Then the American industry can seek to have the tariff on the over-quota imports increased.

By what means could this be done?

Only by act of Congress or Federal Tariff Commission “escape clause” proceedings.

● It would seem that the Geneva negotiators failed to comprehend the situation and agreed to something which can further damage the American tuna industry; and which at the same time will be of little help to Japan because it does nothing to solve the critical problem created by tuna-in-brine.

PICK UP SALES

It's Picnic'n' Barbecue Time! What better way to entertain guests at home than to serve a sizzling Southwest Barbecue like the one shown on the right.

This exciting four-color, two-page ad (reproduced here in black and white) will appear in the July 11 issue of *Life* and the August *McCall's* and *Good Housekeeping*—Canco's way of reaching a potential audience of 47,700,000 customers for you!

All the tantalizing goodness of this famous Southwest Barbecue is recreated in easy-to-follow recipes that employ a wide variety of canned foods and beverages. When Mrs. Homemaker goes to the market she will buy *your* products.

Take advantage of this unique and appealing promotion by Canco. Be sure your retail outlets highlight your brands . . . price them attractively and display them prominently.

Southwest Barbecue is just one more example of Canco's service to you . . . another ad aimed directly at consumers—the people who ultimately buy your products. Another striking ad that urges these customers to buy foods and beverages in cans. The help is here—profit by it!

FREE!

Mats or photographs for newspaper advertising . . .

To help YOU get YOUR brand featured in food retailers' newspaper ads, Canco has mats for the main illustration of this Southwest Barbecue ad (2 col. 65 screen) for any tie-in program you may work out with your retailers. A mat or photograph will be sent FREE direct to any retailer planning such a promotion. Requests should be addressed to: American Can Company, Sales Promotion Division, 100 Park Avenue, New York 17, New York.



Everything, even

ZIPPY TOMATO SAUCE

- 1 can (1 lb.) tomatoes
- 1 can (8 oz.) tomato sauce
- 1 medium-sized onion, chopped
- 3 tablespoons cider vinegar
- 1 tablespoon Worcestershire sauce
- 1 tablespoon prepared mustard
- 1 teaspoon chili powder
- ¼ teaspoon salt

Combine ingredients; simmer 15 minutes, stirring occasionally. Makes 3 cups. Note: You can also buy delicious barbecue sauce ready-made—in cans!

Beans
cans. B
Comb
2 table
ses. M
ginger, a
Bake 10

No.
can
Tun
sho
diff
Can

Go first to the people who are first!



AMERICAN CAN COMPANY

New York, Chicago,
San Francisco

PICNIC TIME!

at, comes from cans made by American Can Company

SOFT DRINKS

They're extra-easy to chill and serve—in cans. And the new MiraCans,* developed for soft drinks by American Can Company, are scientifically designed to lock in the appealing flavors... seal in the bubbly, sparkly fizz.

GRILLED FRUIT KABOBS

Arrange on skewers canned cherries, apricots, pineapple, peaches. (American Can makes just the right can—a special lining for cherries, for example—to bring you each kabob, turning once.) Broil and baste.

BASTING SAUCE

1 cup syrup drained from fruits
2 tablespoons lemon juice
½ teaspoon each cinnamon and allspice
Combine ingredients and simmer 5 minutes to blend flavors. Um-m!

JEFFY POTATO SALAD

French-style or German-style, ready to serve—here is one of the newest products to come in Canco cans. Or—make your own in a jiffy with ready-cooked canned potatoes.

TOP-YOUR-OWN SUNDAES

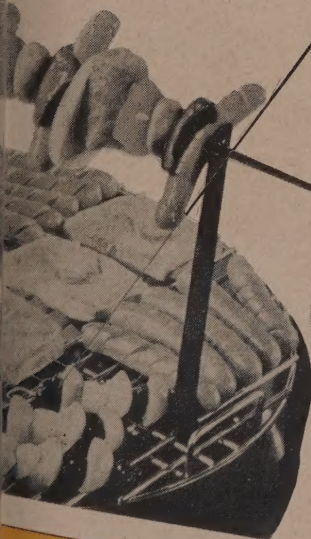
Everything but the ice cream comes in Canco cans! Among the help-yourself toppings you'll want on hand are chocolate fudge or syrup, fruit sauces, nuts, coconut—and "squeet-on" whipped cream.

SARDINE GARNISH

Ah, what tasty tidbits! Whether you prefer the tiny, silvery Maine fish or the larger California variety—Canco cans bring them to you.

try this sizzling good SOUTHWEST BARBECUE

If it comes in a **CANCO** can... it comes to you at its best!



New Radiomarine Small Boat Radar

- Saves Money
- Saves Space
- Saves Power



MODEL
CR-105-A

Especially designed for vessels on which space and power are limited, Radiomarine's new CR-105-A Radar offers you the EXTRA features that give you MAXIMUM PERFORMANCE—MAXIMUM CONVENIENCE—MINIMUM MAINTENANCE. Only two basic units—indicator and antenna. Indicator is in deck mounted binnacle. . . . keeps picture tube high for best viewing . . . requires less than two square feet of deck space. Antenna is lightweight . . . only 105 pounds. Instant selection of 1-2-4-12-32 mile ranges helps you navigate through foul weather and traffic hazards to cut your trip-time, boost your profits. You'll read the clear, bright pictures on its 10-inch scope easier . . . service it quicker with the easy-access chassis. And here's another saving . . . the Radiomarine CR-105-A requires only 600 watts from ship's battery or other D.C. power supply. Find out more about the new Radiomarine CR-105-A . . . it can mean greater profits for you right now.



write for free information now!

RADIOMARINE CORPORATION of AMERICA
A SERVICE OF RADIO CORPORATION OF AMERICA
75 VARICK STREET, NEW YORK 13, N.Y.

ONAN Electric Plants...



The "GOODWILL" is the 500th shrimp trawler built by Diesel Engine Sales Co. All 500 have Onan Electric Plants aboard.

for dependable light and power!

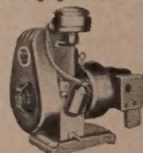
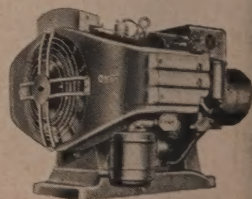
There's an Onan electric plant or generator the right capacity and type for craft of every size and purpose . . . shrimpers, trawlers, tugs, workboats of all kinds. They speed work and save time by operating electrical equipment such as bilge pumps, compressors, radios, pressure water systems and floodlights. Smooth-running and dependable; compact and easy to install.

ONAN Air-cooled plants

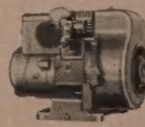
Gasoline-powered—400 to 10,000 watts
A.C. Battery charging and dual-purpose models.
Diesel-powered—5,000 watts A.C. (shown at right), 3,000-watt A.C. and 3,000-watt, 32-volt battery charger.

ONAN Water-cooled plants

Gasoline-powered—400 to 3,000 watts, A.C., battery charging and dual-purpose models. Diesel-powered—3,000 watts A.C. and dual-purpose A.C.-battery-charging model.



Model 3KSP, 3KW
Gasoline-powered



Model 06AH, 600 watts
Gasoline-powered



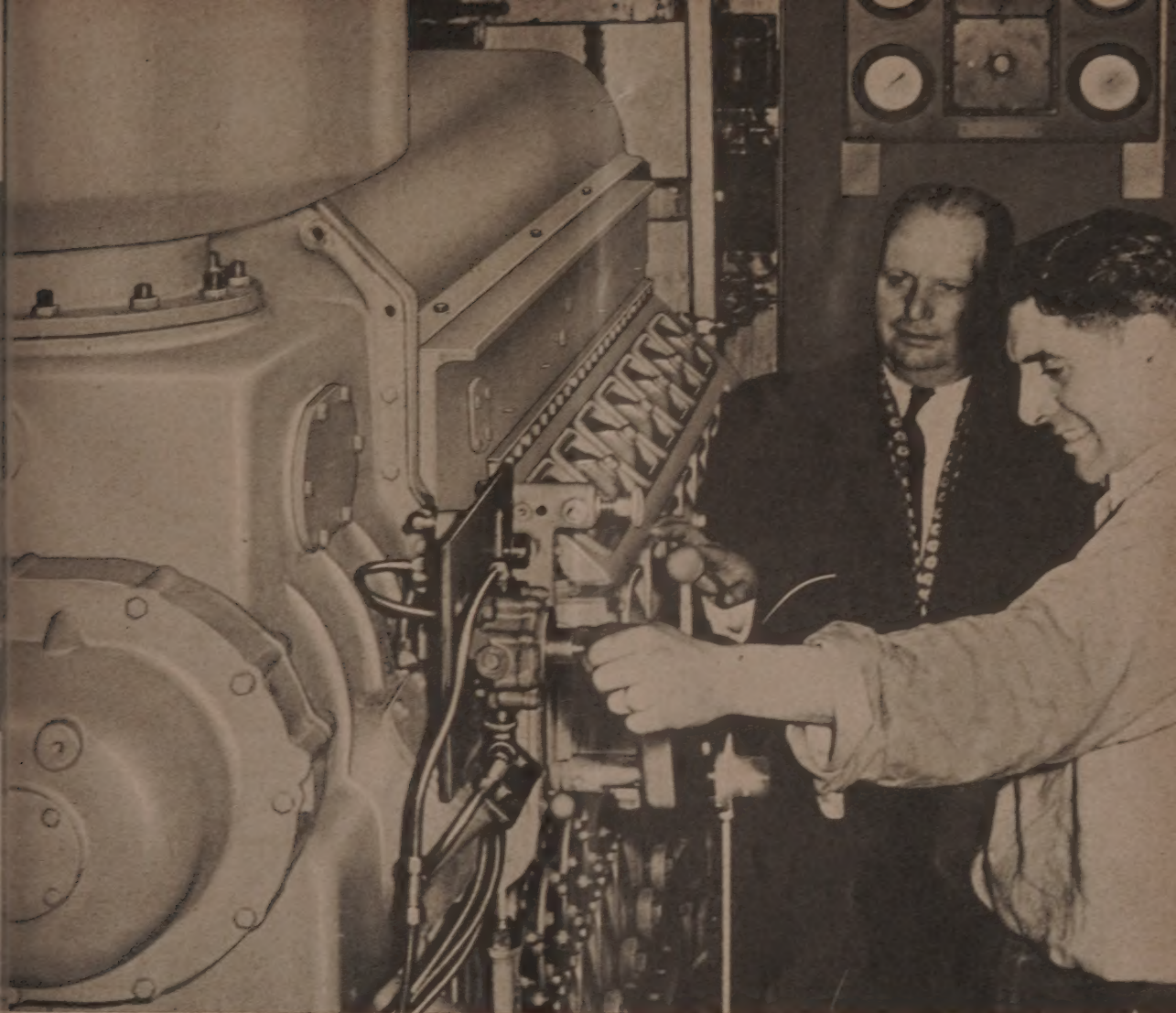
Separate Generators
1½ to 35 KW

Write for Folder of all Marine plants



D. W. ONAN & SONS INC.

3763 University Ave., S. E., Minneapolis 14, Minn.



Here's what re-powering with O-P did . . .

For the HOLY FAMILY . . . Replacing her 325 hp. engine with the New Model 38F Opposed-Piston Diesel, increased her free speed 15%, trawling speed 50%. Being a shorter and lighter engine, the O-P allowed a 30% increase in fish-hold capacity. Fuel capacity was also increased, extending her steaming range.

For the owners . . . When first Capt. Mocerri thought of improving his vessel, extending its range, it was estimated as a \$200,000 undertaking. With the O-P however, he gained all the desired improvements in performance at a fraction of the cost. Now, audited studies of his records show that the owners are netting 26% more since

re-powering with a Fairbanks-Morse O-P Marine Diesel.

For the crew . . . Based on an accurate audit of total stocking and gross revenue, the crew of the *Holy Family* received a 52% increase in share since re-powering with the 445 hp. Fairbanks-Morse Opposed-Piston Diesel. In addition, there is the added safety and reliability of an engine that "... hasn't cost a lost day."

What O-P Can Do For You—Send for your copy of complete "Holy Family Report" . . . and see how an O-P of 200 to 2400 hp. can make money for you. Fairbanks, Morse & Co., 600 So. Michigan Ave., Chicago 5, Ill.

Send for your copy of "Holy Family Report"



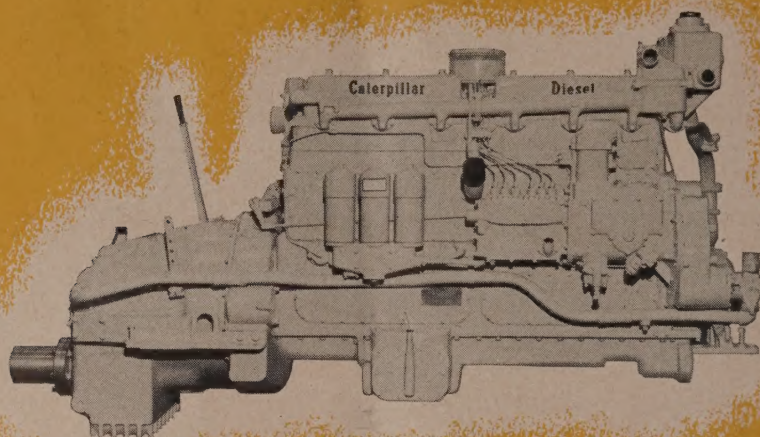
FAIRBANKS-MORSE

a name worth remembering when you want the best

DIESEL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • RAIL CARS • ELECTRICAL MACHINERY • PUMPS • SCALES • HOME WATER SERVICE EQUIPMENT • MOTORS • MACHINERY

CATERPILLAR ANNOUNCES THE

NEW D342 DIESEL MARINE ENGINE



- 6 cylinders, 5 $\frac{3}{4}$ " bore by 8" stroke
- 153 HP, continuous at 1225 r.p.m.
- Gasoline, air or electric starting
- Lower price per horsepower
- More compact, takes less space

Here's the year's big news in the field of fish and work boat engines. The new CAT* D342 fills a major demand. It's a more modern version of the popular Cat D13000. It's designed and priced to give you more for your money. Like all Caterpillar Marine Diesels, it's built to deliver dependable performance under all conditions. And its 153 HP is honest horsepower, rated for continuous, 24-hr. duty.

Get full information on the new D342 Engine from your Caterpillar Dealer. He can supply a complete list of attachments, controls and instruments. And he offers other Caterpillar Marine Diesels up to 450 continuous HP. Call him today or mail the coupon!

Caterpillar Tractor Co., San Leandro, Calif.; Peoria, Ill., U.S.A.

MAIL TODAY!

CATERPILLAR TRACTOR CO., PEORIA, ILL.

I'd like more information on the new D342 Marine Engine.

Name

Address

City Zone State

CATERPILLAR

*Both Cat and Caterpillar are registered trademarks—Caterpillar Inc.

The NEW D342
—another example of
CATERPILLAR LEADERSHIP
in action

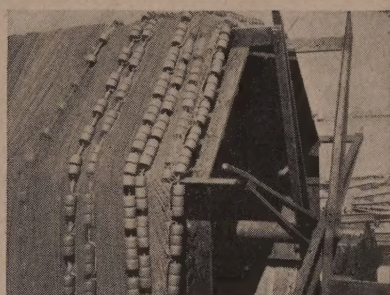
NOW...floats that last a lifetime...



una-Salmon

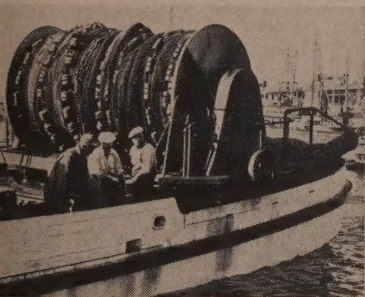


Sardine-Herring



Menhaden

tougher, more buoyant than cork!



una-Salmon



Sardine-Herring



Menhaden

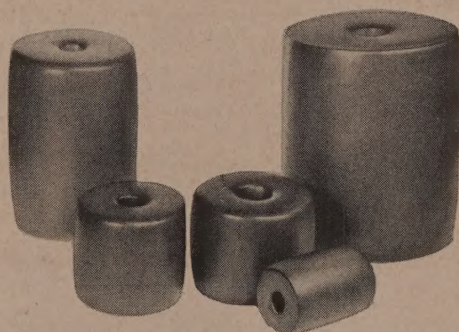
SPONGEX SEINE FLOATS

Whatever your rig—wherever you fish—new Spongex floats will give you better and longer service.

New Spongex floats have these advantages:

- More permanent buoyancy per ounce.
- Lightweight and tough for easier handling.
- No absorption of water, oil and gasoline.
- Resistant to sea growth.
- No rotting, crumbling or shattering.
- Instant drying.
- Twelve different float sizes ranging from 3" x 1½" to 6" x 7½".

Join the growing number of fishermen now taking advantage of the new Spongex seine floats. Check with your supplier or write B. F. Goodrich Sponge Products Division, 145 Derby Place, Shelton, Connecticut.



SPONGEX[®]
SEINE FLOATS
by
B. F. Goodrich
Sponge Products Division

Look for the Anchor on the Head

... to be sure it's an Anchorfast Nail of Monel!

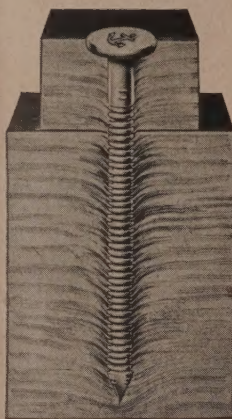
Do you want a perfect fastening for your wooden boat — one that drives like a nail but holds like a screw — one that has the strength and toughness of structural steel, yet is rust-resisting and corrosion-resisting — one that incessant vibrations and pounding seas can't back out?

You get all these advantages when you order Anchorfast® nails of Monel®!

You can be sure they're Monel when you see the anchor stamped on the head.

Here's where you can order any quantity you want—and remember they're economical to buy and install — order them for your next boat or fastening job.

THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street New York 5, N. Y.



Notice those annular grooves on the Monel Anchorfast nail—they're what give it such tremendous holding power.



Monel... "It's the SEAGOIN® metal"



Inco Nickel Alloys

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METAL GOODS CORPORATION

6211 Cedar Springs Road
Dallas 9, Texas

711 Milby Street
Houston 3, Texas

432 Julia Street
New Orleans 12, Louisiana

PACIFIC METALS COMPANY,

1400 South Alameda Street
Los Angeles 21, California

1533 India Street
San Diego 1, California

3100 Nineteenth Street
San Francisco 10, California

EAGLE METALS COMPANY

2336 North Randolph Avenue
Portland 12, Oregon

4755 First Avenue South
Seattle 4, Washington

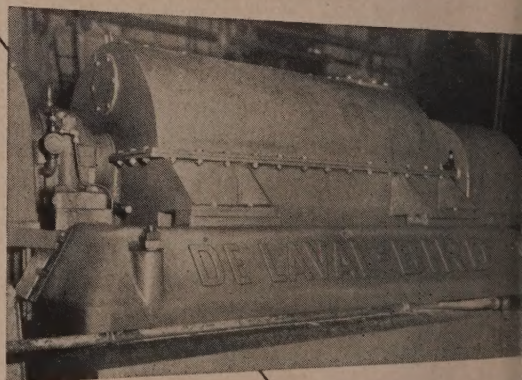
WILKINSON COMPANY, LTD.

190 West Second Avenue
Vancouver, British Columbia

HOW'S YOUR PROFIT PICTURE?...

For really large scale meal recovery—3,000 to 10,000 gallons of press liquor per hour—the De Laval-Bird Centrifuge holds all records.

It gives you *maximum* yield of high protein oil—at *lower* first cost... with *less* labor and maintenance expense... which is the best way to improve the profit picture!...



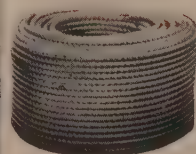
Get all the money-making facts. Write De Laval!



DE LAVAL
fish oil separators

by More Profit

KURALON NET!



MIRACLE FISH NET KURALON, THE LONG-LASTING, ROT PROOF FISH NET

Why not save money, time and labor to increase catch and profit? Thoroughly tested out over three years of intensive service in actual use, KURALON has come to be recognized as a truly revolutionary performer by the Japanese fishing industry. So impressive have been the results that the Japanese government is offering positive encouragement to this product in its 5-year export promotion program.

The outstanding features of KURALON fish net are:

1. **Resistance to Decay.** No deterioration of fibers or strength despite long soaking in sea water or burial underground.
2. **High Durability.** Extremely strong and resistant to marine organisms, fungi, mildew, acids, alkalis, and gasoline.
3. **No Drying.** Since no drying is needed, continuous use and high turnover are possible.
4. **No preservatives.** KURALON has built-in resistance to rot. Costly treatment can be dispensed with.
5. **Easy to Repair.** The synthetic fibers of KURALON fish netting have physical properties akin to cotton. Easy to tie, the knots do not slip.
6. **Easily Dyed.** Dyeing for decay-proofing is not necessary, but if colored nets are desired, KURALON is color absorbent.
7. **Low price.** KURALON is priced much lower than earlier, ordinary synthetic fiber nettings.

New Synthetic Fiber perfected in Japan

KURASHIKI RAYON CO., LTD.

HEAD OFFICE: 2 Umeda, Kitaku, Osaka, Japan

TOKYO BRANCH: 4 Nihonbashi Muromachi 2-chome, Chuo-ku, Tokyo, Japan

Requests for free booklet welcomed.



NOW



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THE LINEN THREAD CO., INC.

- **NEW BRAIDED DOUBLE-KNOT
NYLON GILL NETTING**
- **REGULAR DOUBLE-KNOT
NYLON GILL NETTING**
- **LINEN DOUBLE-KNOT
GILL NETTING**

ALL THREE have been proved by Pacific Coast salmon fishermen from Puget Sound to Bristol Bay.

BARBOUR'S Quality and Dependability are woven into every inch of every mesh. When you buy BARBOUR'S you can depend on Minimum Knot Slippage and Stretch . . . Long Life . . . and Uniform Twine Size.

And When You
Put Your Cash
On the Line . . .
Make Sure It's
PLYMOUTH



KEEPING AHEAD of the constantly changing requirements
for vessel equipment, fishing gear and cannery
supplies is a habit of 58 years standing with us!

Pacific Marine Supply Co.

Serving the Northwest and Alaska since 1897

1217-1223 WESTERN AVE., SEATTLE 1. MU 4848



House of 20,000 items

Plymouth Cordage

Gold Medal Netting

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& Wire Rope

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Snow-Nabstedt
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Goodrich Cutless
Rubber Bearings

Champion Spark Plugs

Wilfrid O. White
Compasses

Wilcox-Crittenden
Marine Hardware

Pyrene & CO-TWO
Fire Equipment

Boston & Lockport Blocks

Sudbury Products

SALMON FASHION FOR '55—

Fascination with Pink in women's fashions and men's shirts is reflected in salmon prospects this season.

Those close to the canneries count an interesting development in Pinks, particularly in Southeast Alaska, British Columbia and Puget Sound.

Other species are in the low year of their cycles, where cycles exist, but this is the odd-numbered year and sure to yield a pack of Pinks in southern British Columbia and Puget Sound.

What about Southeast Alaska?

Less certain; but prospects good. True, this area flopped on Pinks two years ago; but the optimists look for a better showing this season, despite stringent gear curtailment.

GEAR CONCENTRATION in the waters of southern British Columbia and Puget Sound is expected this summer to exceed anything ever known before in a Pink year.

Why?

Well, the Canadians have been learning a lot about fishing the straits and the ocean along the outer coast of Vancouver Island. Moreover, with the encouragement of their government, they are out to catch half—or more than half—of the Pinks this season, with the idea of selling the Americans on a Pink treaty with a 50-50 catch-split provision.

So, there'll be bigger boats, and more of them; longer nets, and deeper; more power and more drums, on the Canadian side this year than the Pinks have ever met before.

AMERICANS ALSO will mount a remarkable Pink campaign. The success scored by gillnetters last season will result in a substantial increase in this form of gear over that fished for Pinks two years ago.

Drum seiners were a small factor in 1953, but there'll be a lot of them working this season.

Add 35 or more "power blocks,"

Accent on Pink

with their expected step-up of the sets a seiner can make.

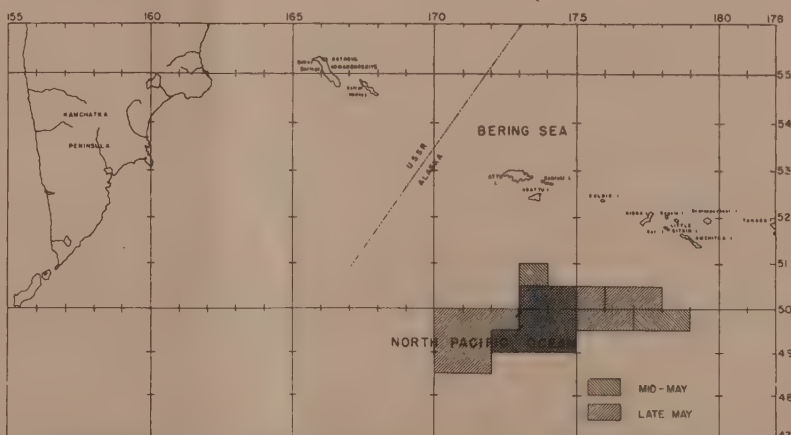
Timing of the runs and seasons in Southeast Alaska and Puget Sound is expected to see a large southward movement of seiners for the peak of the Puget Pink fishing. Entrance of the Nakat Packing Corporation into the Sound fishery through its acquisition of the American Packing Co. at Anacortes is expected to foster this shift. Nakat boats naturally will come down from Alaska when that season ends; and a number of other vessels from the Ketchikan area are said to have made similar arrangements.

● **FISH PRICE** at presstime was still uncertain. Puget fishermen were asking 30c for Sockeyes and 15c for Pinks. Last year the "list price" of Sockeyes was 26c, but the packers generously paid more and the average cost undoubtedly was close to 30c.

Two years ago Puget Pinks were priced at 11½c, accepted by the seiners only after a strike.

● **COPPER RIVER Sockeyes** — the earliest to come from Alaska—seemed at presstime, when the main run was over, to have fallen to near-average volume, or little more than half the 1954 figures which, except for the pack of 1952, was the largest on record. Packing was still in progress, and fishing in recent years (notably in 1954) has been fairly productive through June and even into July.

The Copper River pack to June 4 was 32,961 full cases of Sockeyes and 3,810 Chinooks, against last year's final total of 102,850 Sockeyes and 4,336 Chinooks and a yearly average of 57,512 Sockeyes and 4,507 Chinooks. The first to arrive at Seattle were unloaded June 8, a little later than usual.



JAPANESE FISHING AREA DURING MAY—High seas gillnetting during the first month of the season is concentrated in the shaded areas of this map prepared by Francis M. Fukuhara, U.S. Fish and Wildlife Service fishery research biologist, who served as an observer with the 1954 Japanese operations.

Operations started May 9 with some ice still on the flats and few fish showing. Then, as the run developed, a storm, described as the worst in years, kept the boats tied up about six days, during which there is believed to have been a large escapement. A few days of good fishing followed; then more bad weather, after which the run was believed to have passed, although fishing picked up quite well at the end of May. The Sockeyes are said to have run somewhat smaller in size than last year.

About 425 fishermen started the season, against almost 600 last year. Practically all the canning was done by five plants: Copper River Co-Op Co., Cordova Fish & Cold Storage Co., Crystal Falls Fish Co., New Eng-

land Fish Co. (operating jointly with Halferty Canneries), and Western Fishermen, Inc.

Despite the scarcity of fish, it is believed that a good many more Copper River fish have gone into talls than last year; perhaps 50% more—a reaction to the surplus of halves in the 1954 pack.

Cook Inlet started up in a small way in May, with Kings the chief item: the pack to June 4 being only 3,304 full cases of Kings and 208 Reds.

The *South Peninsula* opened May 27 with bad weather, but a good many of the traps had been driven previously. The success of the season here depends mainly on weather conditions. No pack report had been received at presstime.



H. R. MacMillan, chairman of the board, Bristol Columbia Packers, Ltd., who led the dedication ceremonies of the new Stamp Falls fishway.

Alaska Salmon Cannery Labor Agreements

Alaska Fishermen's Union, as the issue closed, was holding meetings at its headquarters in various Pacific Coast centers to consider proposals from the Alaska Salmon Industry, Inc., for this year's wages and fish prices in the Bristol Bay area—the only matter still unsettled between the industry and the unions for the Alaska salmon cannery season. The proposals were the outcome of numerous meetings between the Union and Industry representatives, least one of which was attended by a government conciliator. An early settlement was expected; but the time was growing short, if delay in starting negotiations was to be avoided.

Terms had previously been agreed on with the Bering Sea Fishermen's Union, representing local Bristol Bay residents, on the basis of an increase of about 4½% in wages and an advance of 2c each in the price of Red and Cohoes, bringing them to 4½¢ with Chum up 1c to 28½¢ each. Fish prices in other areas, of course, now dealt with directly between individual packers and fishermen.

New contracts were signed in May with both unions of cannery workers, covering resident and non-resident employees, respectively; terms following the same general pattern of a 4½% increase in basic wages and 5½% in overtime rates.

South Americans Reject World Court Proposal

Advices from Lima say that Chile, Peru and Ecuador are rejecting a suggestion of the United States that it permit the World Court to pass on the international legality of their claimed sovereignty over a zone of territorial sea 200 miles wide.

They are, however, willing to discuss the matter with the United States in a four-party conference.

Good Early Salmon Fishing Found by Japanese Vessels

● Early season fishing of the Japanese high seas salmon fleet produced excellent catches.

Through May 24, the last date for which figures were available at presstime, the catch was 4,506,559 fish.

While this was only 9.5% of the target of 47,296,000 fish, Japanese observers were confident that the good beginning would make full attainment of the target catch a virtual certainty.

The May 24 catch was composed of:

Red	1,793,065
Chum	2,687,463
Pink	24,655
Silver	9
King	1,367
Total	4,506,559

Catch per shackle per set ranged from 3.2 to 4.9 fish on the report date; but had run higher at times.

Fishing intensity has been stepped-up sharply, not only as result of the larger number of ships and fishing vessels but also as result of a mechanization of net hauling.

Thanks to the installation of power net rollers on the fishing vessels, 200 shackles of net are being drifted at one time this season, as against 150 to 160 shackles in the past.

A company officer reports to *Pacific Fisherman* that the increase in the average size of gillnet boats used this year is being reflected in larger catch per boat.

Japanese North Pacific Cannery Fleet—1955

Vessel	Operator	Gross Tons	Canning Lines	Fishing Vessels
Kyoho Maru	Nichiro	7,080	3	29
Meisei Maru	Nichiro	5,608	2	24
Kizan Maru	Nichiro	7,933	3	37
Miyajima Maru	Nippon	8,964	2	36
Itsukushima Maru	Nippon	6,000	2	27
Koyo Maru	Taiyo G.	7,000	2	29
Eijin Maru	Taiyo G.	7,456	2	24
Terutama Maru	Hokkaido	5,643	2	28
Choko Maru	Hakodate	5,598	2	24
Kyokusei Maru	Kyokuyo	5,500	2	27
Nichian Maru	Hokoku	5,277	1	24
Kyokko Maru	Taiyo R.	10,322	2	29
Total for 12 vessels			25	*338

NOTE—Table gives effect to revision of initial authorizations. Names of firms in table are: "Nichiro," Nichiro Gyogyo Kisen Kaisha; "Nippon," Nippon Suisan K.K.; "Taiyo G.," Taiyo Gyogyo K.K.; "Hokkaido," Hokkaido Gogyo Kisha; "Hakodate," Hakodate Kokai Gyogyo K.K.; "Kyokuyo," Kyokuyo Hoge K.K.; "Hokoku," Hokoku Suisan K.K. and Hoko Suisan K.K.; "Taiyo R.," Taiyo Reito Bosen K.K.

*Includes 54 "investigation vessels."

Tensions in Tuna

"Summertime is Tuna Time," says the current promotional slogan, and certainly this summer is a time for tuna controversy as well as for tuna consumption.

Mid-June presstime found:

1. Washington, Terminal Island and Tokyo anxiously studying the terms of the new trade agreement with Japan. Early reactions were those of keen disappointment.

2. California tuna cannery initiating a "protest," which is the Customs Court term for a lawsuit, which attacks the entire Trade Agreements Act under which tuna canned in brine enters the United States at 12½% duty, while the duty on standard tuna is 45%.

3. Situation resulting from the joint influence of rising inventories and rising imports kept a fleet of laden clippers in California ports with their engines drumming for weeks to keep their catches frozen until the canneries could unload them.

4. Wives of tuna fishermen marshalled themselves for a campaign seeking a quota on tuna imports, and initiated it by writing thousands of letters to congressmen, calling on California's governor and Interstates Cooperation Committee, and picketing a Japanese vessel arriving with frozen tuna.

VARIED VIEWPOINTS — There are several sides to the controversy raging around imports of tuna.

One is that of the canner relying entirely or in large part on imports of frozen tuna;

Another point of view reflects that of the canneries purchasing largely from the California fleet of tuna clippers and purse seiners;

Again there is the crisis of the local fleet whose livelihood is being threatened by increasing imports of tuna.

Also to be considered in the appraisal of the current problems of the tuna industry is the fact that drastic

Whence do they Come?

Whither do they Trend?

Trade Agreements Attacked

● California Fish Cannery Association in June was pressing court action charging that canned tuna is being imported into the United States at a tariff rate below the legal duty. The protest calls upon the Collector of Customs to collect a tariff of 25% ad valorem in imports of tuna canned in brine.

The action further declares that the Trade Agreements Act of 1934 is an unconstitutional delegation of legislative power to the President, and that the Icelandic Treaty negotiated under the act is null and void. This treaty established a 50% reduction of the duty in imports of tuna canned in brine from that prescribed by Congress in the Tariff Act of 1930.

In a specific instance, protest was made against the assessment of 12½% ad valorem duty on an entry of canned tuna fish from Japan on April 5, 1955. The protest declares that an additional amount of 12½% ad valorem should be collected by the Custom's offices on this entry in order to bring it up to the full 25%.

Accompanying the protest is a statement by Donald P. Loker, president of the California Fish Cannery Association, that millions of cases of tuna packed in brine are being imported at reduced tariff rates into the United States, principally from Japan, and the annual flood of this foreign tuna is increasing. Also that imports of canned tuna into this country last year reached a million-and-a-half cases against a pre-war average of 337,000 cases, or an increase of almost 500%.

Mr. Loker further pointed-out that the American tuna industry has suffered repeated setbacks during the past nine years in attempting to obtain relief from the tariff situation through action before various governmental bodies.

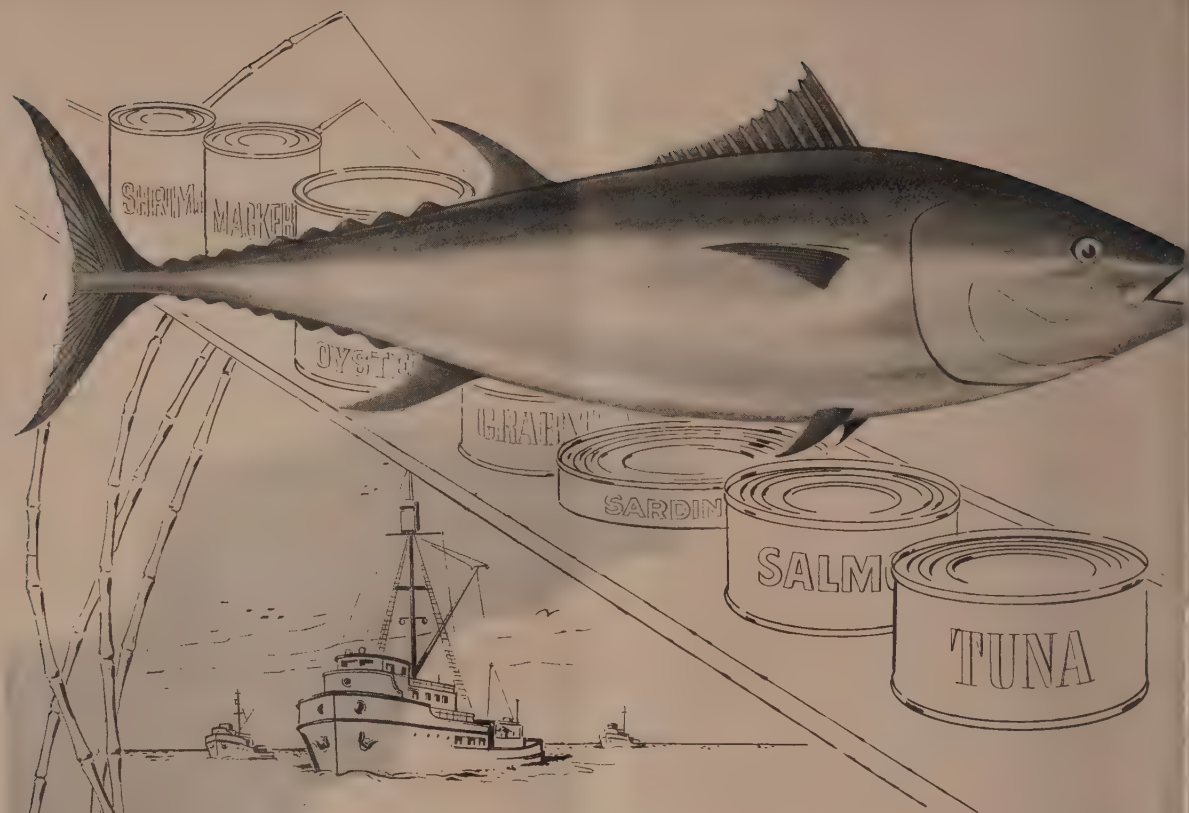
curtailment of imports of frozen tuna would probably result in an increase in the amount of canned tuna from Japan seeking markets in the United States. Tuna-in-oil has a tariff of 45%; tuna-in-brine carries a 12½ percent ad valorem, and this pack from Japan has increased during recent years. According to Donald P. Loker, president of the California Fish Cannery Association, "Japanese exports of tuna to the United States have increased from their prewar five-year average volume of 337,000 cases per year to more than 1,500,000 cases currently."

The policy of the Federal government in regard to tariffs and quotas generally gives little promise of the quota and/or tariff sought by the tuna

fleet and the canners of tuna in California.

● **VOLUNTARY POSSIBILITIES** — Certain elements of the industry are hoping to secure a voluntary quota originating in Japan. As this issue of *Pacific Fisherman* went to press it was reported that Japanese government-industry representatives had established a 15,000-ton quota on frozen tuna exported to the United States, for the period June 1 through August 31, but it was not specifically indicated whether or not the quota embraced Albacore only, or included other species of tuna.

In the meantime, figures from the California Fish & Game Department for the first four months of 1955 gave



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tonnage of 49,171 of tuna canned in California, of which 20,339 tons were imports, and of the latter figure Albacore accounted for more than 90%. The imports are double that of a similar period in 1954.

In a meeting closed to the press, boat owners, fishermen and cannerymen met June 4 in San Pedro, and again, June 7 in San Diego, to discuss a joint resolution asking the government of the United States for a protective quota on the imports of frozen tuna. It was reported after these meetings that several of the larger cannerymen had agreed on support of the program.

Following the meeting, Jos. J. Bogdanovich, president of Star-Kist Foods, Inc., told *Pacific Fisherman*:

"It is starkly apparent that something has to be done to relieve the present dire situation of the tuna industry, the boat owners, the fishermen, the cannerymen, and the cannery workers. There, our company will strongly and vigorously support any legal means to accomplish the solution of the problem, whether it be a flexible quota, an increase in import restrictions, or import tariffs or customs permits; and when we speak of 'relief' we speak of relief for fresh and frozen fish as well as canned fish. We seek a solution that will permit the tuna industry of our country, as well as that of other countries, to survive and prosper."

● **JAPANESE CONCERNED**—Concern with the condition of the American tuna trade and the problems of imports is not confined to the United States.

G. O. Argall, a member of the editorial staff of *Miller Freeman Publications*, visiting Tokyo at the end of May and early June as a representative of *Pacific Fisherman*, and was afforded the opportunity of talking with many of the leading figures in Japan's fishing industry.

He found the problems of the tuna trade widely discussed and regarded most seriously. His impression was that the Japanese are much more concerned with the health and stability of the business than with its volume; and that governmental authorities and industry leaders alike can be counted upon to support any program which will contribute to the health and soundness of the tuna industry, in the United States as well as in Japan.

This point of view was expressed by Kenkichi Nakabe, president of the Great Taiyo Fishery Co., speaking at a dinner given in honor of Mr. Argall by Genzaburo Yasunari, president of *The Daily Fisheries Economist*, the

leading journal of Japan's fishing industry, he said:

"By way of keeping in step with the readjustments that are being made in America's tuna industry, and in order to make of our frozen tuna a commodity in which you may deal with a feeling of security, Japan's frozen tuna interests are now working out a program to be put into effect very soon, and which is calculated to enable us to stabilize the frozen Albacore trade, both as to quantity and prices, so that both packers and fishermen in California may be relieved of further anxiety over Japanese frozen tuna.

"Frozen tuna, and especially Albacore, is one of the most important of Japan's export items; so it is our sin-

cere wish to stabilize the export tuna trade to the mutual benefit of the tuna industry on both sides of the Pacific."

● **COSTS STUDIED**—For the purpose of studying and analyzing Japanese tuna canning costs, J. Ross Prevost, appraiser of the United States Treaty Department, spent some time in Japan early this summer. He admittedly was scrutinizing costs to ascertain if sales of Japanese canned tuna in the United States might be in violation of the "anti-dumping" law.

His arrival at first produced some concern in Japanese industry circles, but after he had discussed his assignment with some of the leaders of the business his work was facilitated readily.

A. P. A. Report Points Out The Challenge of Success

● "The value of salmon research and fishing regulations based upon its scientific findings was demonstrated in 1954 by the largest Fraser River Sockeye run since 1913", writes Aubin R. Barthold, president, in the annual report of the Alaska Packers Association for 1954.

He goes on to point-out the challenge of success on the Fraser, saying: "The 1954 run to the Fraser has served to emphasize the need for greater cooperation between Alaska cannerymen and governmental regulatory agencies to find, by scientific research, and correct the causes of the more recent declines in the Alaska runs".

Speaking of the Fraser, the report says: "Credit for the recovery that is taking place in this important fishery is generally given to the International Pacific Salmon Fisheries Commission, through which the government of the United States and Canada have worked since 1938 to find and correct the causes of the serious declines

in the Fraser River Sockeye runs".

Mr. Barthold is chairman of the University of Washington's advisory committee for its Fisheries Research Institute, and since its inception has been a leader in the industry movement seeking the solution of the Alaska salmon problems through research.

Commenting on this research enterprise of the salmon industry, the report says:

"Financed with funds contributed by Alaska salmon packers (including the Association), a study of this major problem of the Alaska salmon fisheries was begun in 1946 by the Fisheries Research Institute of the University of Washington. This nine-year program has been directed by Dr. W. F. Thompson, who was also director of investigations for the highly successful Fraser River project during its basic years. Valuable data have been compiled which, it is hoped, will materially shorten the period required for cooperative research by industry and government to develop a new approach to regulation of these fisheries and bring about improvement in the salmon runs in many of Alaska's fishing areas".

Anchovies Top Mackerel

Again in May the tonnage of anchovies delivered to California ports was greater than that of mackerel, Jack and Pacific.

Alaska Fishery Authority Put in McKernan's Hands

• Independent administration of Alaska fisheries was given permanence just in advance of the 1955 fishing season with the appointment of Donald L. McKernan as Alaska administrator for commercial fisheries, a position which carries with it responsibility for fisheries research as well as management.

In both phases, lines of authority run direct from the Alaska administrator to the Fish and Wildlife Service assistant director for fisheries, Arnie J. Soumela.

Management of Alaska fisheries was separated from that of Alaska wildlife resources in 1954 when Clarence L. Olson, the Service's fur seal administrator, was given temporary additional duty in charge of fisheries, responsible direct to Washington.

Clarence J. Rhode, Alaska regional director, thus was enabled to devote his entire attention to his preferred field of wildlife management—an arrangement which continues with the appointment of Mr. McKernan to the post of fisheries administrator.

A notable change from the 1954 arrangement places full authority for Alaska fisheries research under Mr. McKernan. Formerly federal scientific research in the Alaska fisheries was handled by the Service's Pacific Salmon Investigations division, with headquarters in Seattle.

Mr. McKernan brings unusual qualifications to his new duties in Alaska.

Significantly, his appointment is believed for the first time to place full responsibility for the administration of the Alaska fisheries in the hands of a scientist. An aquatic biologist, Mr. McKernan also has had long and varied experience as a fisheries administrator. As a matter of fact, he comes to his new duties in Alaska from three years as assistant director and chief biologist of the Pacific Oceanic Fishery Investigations at Honolulu.

Prior to that time he was for six years director of research for the Oregon Fish Commission. He also served the Washington Department of Fisheries in research and administrative fields; and in 1950 spent several months in Japan on work related to the scientific and administrative work of that country's fisheries.

Mr. McKernan is a graduate of the



Donald L. McKernan, new Alaska fisheries administrator.

School of Fisheries of the University of Washington, where he has done much graduate work and some teaching.

Beyond his very real attainments as a biologist and accomplishments as an administrator, Mr. McKernan is regarded by those who know him best as having a broadly objective human side and an unusual flair for cordial relations with industry, while maintaining a position of independence essential in an effective administrator.

Ecuador Relaxes Stricture On Coastal Fishing

The American Tunaboat Association in early June reported that by Decree 955-A of Ecuador offshore waters had been re-opened to foreign fishing vessels, with certain limitations.

The coastline, closed since 1952, has been opened for fishing, and the taking of live bait, from the Colombian border to the village of Playas in the Gulf of Ecuador. From that point fishing can be continued to Santa Clara and then on a straight line from Santa Clara to Boca Capones on the Peruvian border.

Such fishing is, of course, permitted only under license within 1000 meters of the shore and on either side of the ports.

The new decree does not re-instate the right to secure permits by radio.

George Folta, Alaska's Courageous Judge, Dies

Leaving a record of judicial courage as his monument, George Folt Alaska's senior federal judge, died of a heart attack in June while hunting with Marcus Jensen of Douglas, territorial senator.

Death came to George Folta as he would have wished, for he was devoted to hunting and as he died while doing what he liked best to do.

Judge Folta's decisions were marked with a courage which counted not the consequences; and an intellectual honesty which could not compromise or equivocate.

Originally an Alaska court reporter he studied law for years while reporting cases; was admitted to the bar and served as Department of the Interior counsel in Alaska before was appointed judge.

On the bench his decisions were marked by sharp disagreement with the legal thinking of the Ickes regime in Interior—and it was his decision which in 1952 held invalid and fraudulent creation of an Alaska Indian reservation whose effect principally was to transfer salmon trap location from a packing company to an Indian community.

Less than a year before his death Judge Folta uttered another courageous decision of primary importance in Alaska fisheries—holding that nets are "fixed gear".

His decisions shaped Alaska fisheries, and raised a standard of legal courage for all Alaska's future.

Van Camp Increases Samoan Plant's Capacity

Glenn C. Copeland, vice president Van Camp Sea Food Co., Inc., recently reported the company's Samoan plant is being modernized to conform to present day tuna canning procedures and capacity is being increased from 20 tons per day to 100 tons. To date, fish for the cannery have been supplied by small Japanese vessels which have operated in Samoan waters for 20 years or more. The cannery now is adding the service of a Japanese freezer ship, the *Saipu Maru*, to supply the smaller boats with ice, fuel, etc., and to store such fish as swordfish, shark and shark-bit tuna which are unacceptable to the cannery, but which have a market in Japan.

Mr. Copeland says that in the months of operations the California firm has processed at Pago Pago an amount of tuna equivalent to approximately 1% of the total mainland production during the same period.

Capt. Matt Madsen Chosen for Halibut Commission Office

• First American halibut fisherman and vessel owner ever to sit on the International Pacific Halibut Commission was appointed by President Eisenhower in June in the person of Capt. Matt Madsen, owner and master of the vessel *Ilene*, and one of the most highly regarded skippers not only in the fleet but by producers and dealers alike.

Capt. Madsen succeeds Edward W. Allen of Seattle, who has been a member of the commission for 25 years, and who more than a year ago asked to be relieved. This was at the time of Mr. Allen's appointment to the International North Pacific Fisheries Commission.

With the Madsen appointment, United States policy with respect to commission membership undergoes a further change, which now brings it into full harmony with the Canadian position, which for several years has placed representatives of the producing fleet and the distributive trade on the commission, with a third member representative of the national government.

Capt. Madsen is a former president of the Fishing Vessel Owners Association, and is well respected within the fleet as a sound, intelligent and thoroughly effective individual.

On the American section of the commission he joins J. W. Mendenhall of Ketchikan and Seton Thompson, chief of the Alaska Branch of the U. S. Fish and Wildlife Service.



Capt. Matt Madsen, newly appointed member of the International Halibut Commission.

One Drowned, One Saved In Capsize of Crabber

Tony Dickson, crewman, of Arcata, Calif., lost his life, and George W. Corkin, owner of the Eureka crab boat *Imp*, was rescued by heroic efforts of Coastguardman Duncan C. Webb, when the *Imp*, working inshore between Eureka and Table Bluff, was capsized by a big "sneaker" wave.

Dickson disappeared when the first wave hit, but Corkin lashed himself to the boat, which was sighted from a plane. Webb ran two miles down the beach, plunged into the surf and got Corkin to the beach, but could not find Dickson. The *Imp* was hauled on the beach by the Coast Guard and later towed to the Gillette yard on Humboldt Bay for repairs.

Tuna Wives Fight Hard For a Quota

• Wives of tunamen entered the tuna industry picture in May and June when they organized a campaign which began with an Emergency Tuna Committee, with offices in San Pedro and San Diego, and included a trip to Sacramento, California state legislative headquarters, and a picket of the *Banshu Maru*, Japanese freezership with tuna for San Pedro and other California port canneries.

The combined efforts of fishermen's wives and representatives of marine supply houses and others directly associated with the fishing industry of San Pedro and San Diego produced a trip to Sacramento and discussions with Governor Knight and other state officials regarding the precarious state of the tuna industry because of the increasing amounts of imports of frozen tuna from Japan and the inability of the California fish canneries to handle tuna from American flag vessels promptly upon delivery.

Aim of the Emergency Committee is a "reasonable" quota on the tonnage of tuna imported into the United States. Mrs. Andrew Xitco, whose husband owns the *North Star*, has headed the San Pedro fishermen's wives group. A letter-writing campaign has brought the state of the tuna industry to the attention of state and federal officials and all those associated in the com-

(Continued on Page 21)

"Paragon" Sails North

The trawler *Paragon*, owned by Erin Jacobsen of Seattle, left Seattle in mid-June for a two-month charter for the U. S. Fish and Wildlife Service. The vessel, just returned from a charter in the Bering Sea studying sea otters, will be engaged in studying fur seals.

Seiner "Eneas" Founders

The well known Monterey purse seiner *Eneas* sank in 300' of water last month seven miles west of Moss Landing, Calif. She was valued at \$40,000.

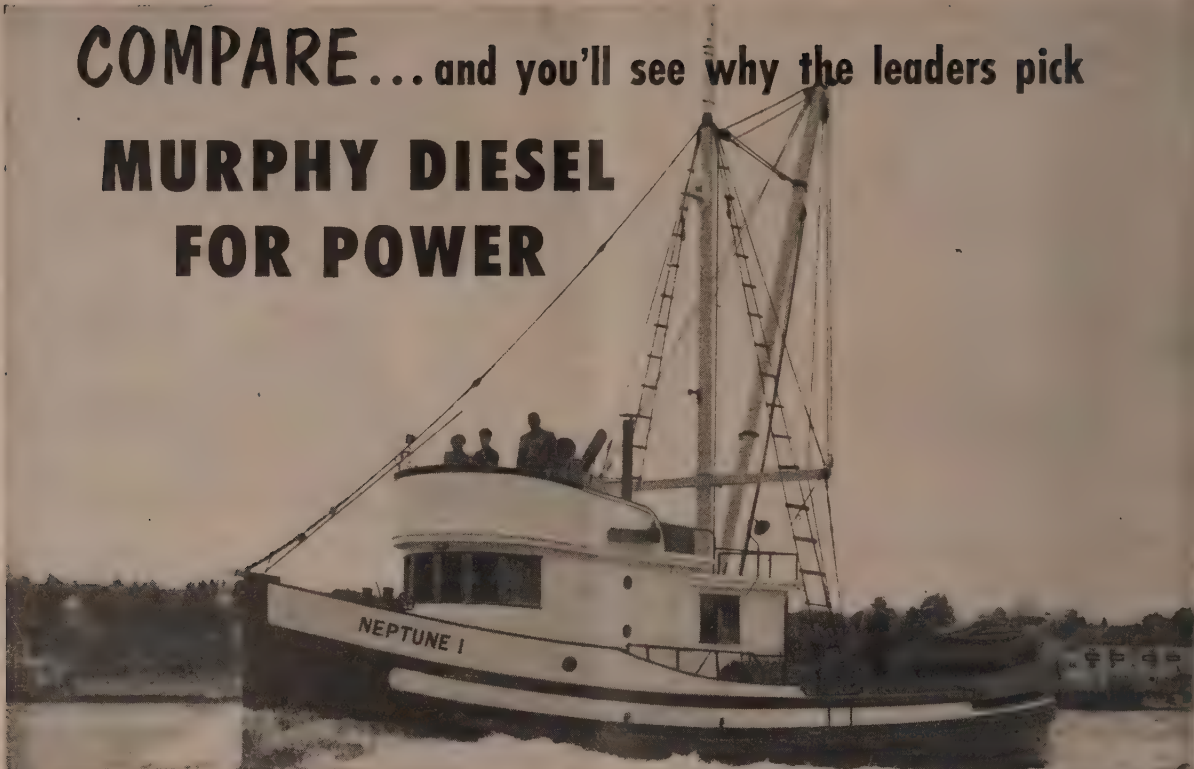
A Coast Guard cutter rescued her three-man crew, Wendell Wheaton, Irving Wheat, and Thomas McCrary.

Antonio Aiello Dies

Antonio Aiello, 95, a resident of Monterey for the past 30 years and a retired fisherman, passed away last month.

He was born in Isola Del Femine, Italy, and came to the United States in 1899. With his wife, the late Angelina Aiello, he settled first in Pittsburg, Calif., where he was a fisherman for many years.

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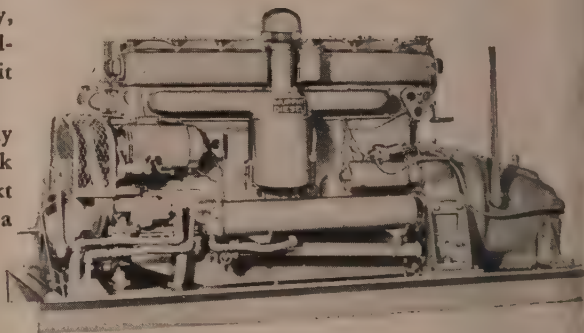


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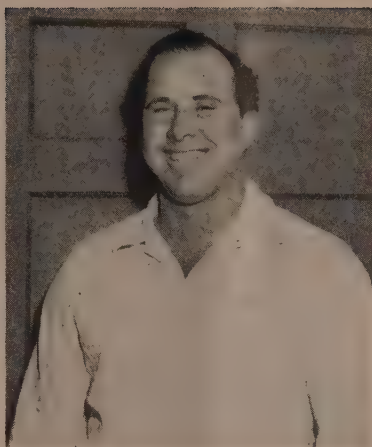
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Joe Machado, captain of the *Queen Mary*, photographed by PPN camera as he talked to Art Yeend, superintendent of the yard of National Steel and Shipbuilding Co., San Diego. A Raytheon Fathometer was recently installed aboard this tuna clipper.

Westport is Best Mid-June Salmon Trolling Center

Grays Harbor was the hot spot in early salmon trolling along the coast, with some first class fishing thereabouts around the middle of June. Results prior to that time had also been above average.

Cape Flattery to presstime of this issue was somewhat behind, but not far.

The West Coast of Vancouver Island was very poor around June 10, and had not been good from the start.

Southeast Alaska fishing was most disappointing.

In California, Eureka was the only hot spot in mid-June, the early fishing southwest from the Farrallones having dwindled; while the Point Reyes flare-up faded as fast as it had flared.

One of the most interesting angles of the late-May, early-June fishing was the surprisingly good results gotten out of Newport for a time—much, much earlier than usual at that point.

The good run of big fish that went into the Columbia in May "must have sneaked up the coast right in the breakers," according to trollers, because the ocean gear seemed to have missed these fish entirely.

Prices? Pretty good, although of course the volume of fish was not so great as to put any pressure on them.

Power Blocks Barred From Southeast Alaska

The newly-introduced power block for hauling salmon purse seines, like the drum seine, has been barred from the Southeast Alaska area this year by a new ruling of the Fish and Wildlife Service, though it may legally be used in other parts of Alaska.

This action is evidence of the Service's determination that its effort to limit intensity of fishing in this area shall not be nullified by improved high-speed gear or techniques which, it states, would result in heavier pressure on the already over-fished Pink salmon runs.

* * *

Technologists in Norway's fisheries report exceptionally good results from the use of an "alginate jelly" prepared from seaweed as a glaze for herring in freezing.

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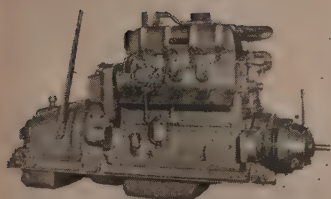
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FIGHTING WIVES of tunamen plan their campaign seeking a quota on tuna imports at the American Tunaboat Association, San Diego. On the left, front to back: Bettye Gonsalves, Yovonne Silva, Frances Zeluff, Pat Somers, Mary Rebelo, Vera

Romani, Virginia Holland, Mary Barrett, Bobbie Crowley. On the right: Laura Tocco, Mary Corieia, Louise Virrissimo, Alegera Maughan, Mary Rogers, Nila Collini. Each is chairman of a separate committee.

Tuna Wives Fight Hard for Quota on Imports

(Continued from Page 17)

mercial fishing industry of the Pacific coast.

Perhaps one of the most effective parts of the efforts of tuna fishermen and their wives and those associated with the project was the meeting in Sacramento with the California Commission on Interstate Cooperation, dealing with questions of economic concern to the 48 states.

Fishermen and their wives won support of leaders of their communities. Stanley Brummel, manager of the Commercial Fishermen's Inter-Insurance Exchange, San Pedro, is one of the civic leaders in organizing civic support of the fishing industry.

Despite picketing by fishermen's wives, the *Banshu Maru* was unloaded at Long Beach the first week in June. However, the tuna emergency committee felt that there was some assistance in the offing for the fishery through the Committee on Interstate Cooperation and in the hope that Japan might establish a voluntary quota on its exports of frozen tuna.

There was definite concern in San Pedro and in San Diego over the number of tunaboats waiting to unload, and without sailing orders from the canneries. Some individuals associated in the industry estimated that the amount of tuna, held under refrigeration in the holds of tuna vessels, might be as great as 16,000 tons. In San Diego it was believed that about 15 tuna clippers were docked with fish aboard.

Among those associated in the San Pedro-San Diego "Save Our Fisherman" drive are: David Carsten, Clarke Williams, Joe C. Rogers, Mrs. Joseph C. Rogers, Walter A. Turner, Anibal Freitas, Frank Correia, San Diego, all

of whom made a trip to Sacramento to call on Governor Knight.

Others working hard on the campaign include Mrs. Vera Romani, Mrs. Angie Giacalone, Mrs. Jeanette Conteraras, Mrs. Frank Berry, Mrs. Sammy Silva, Mrs. John Skidmore, Mrs. Addie Rogers, Mrs. Pauline Massa, Mrs. John Greeley, Mrs. Elsie Balistreri, Mrs. Mary V. Silver, Mrs. Betty Sanfillippo, Mrs. Fernandi Neves, Mrs. Gertrude Lauriano, Mrs. Florence MacDougall, Nick Felando, Mrs. Sam Cracchiolo, Mrs. C. Pisano, Mrs. Anthony Pisano, Mrs. Betty Vittone.

The campaign of Southern California fishermen and their wives extended into "T.V." when Carmen Di-Massa, skipper of the *Tacoma*; Anton Misetich, *Anthony M*; Peter Yugovich, Fishermen's and Merchants Banks; Mason Case, manager of the Fishermen's Cooperative Association, San Pedro, and John Vilicich were interviewed at Berth 73 on a local television show and were permitted to present the case for the tuna fishermen.

During the last days of May and early in June, Mason Case and Matt Dragich, assistant manager of the Fishermen's Cooperative Association, spent time in Washington, D. C., in behalf of the California tuna industry.

B.C. Herring Are Not Over-Fished

Fears that British Columbia's west coast herring have been over-fished are without foundation, according to Dr. A. W. H. Needler, director of the Pacific Biological Station in Nanaimo.

The relatively poor catch this season does not necessarily call for establishment of quotas, Dr. Needler states, as there is no correlation in results between good and bad spawning years.

Dr. Needler told herring seiners to "leave well enough alone", allowing nature to redress the balance. Natural causes, such as poor feed and excessive predatory activity, were more responsible for the light catch this year than over-fishing, he said.

Shrimping Increases Off Northern Calif.

Indications in May were that shrimp operations off the northern California coast would reach a new record of activity this season. Previously shrimping in this vicinity has been more or less experimental. The season opened May 1 to continue until Oct. 15, unless the poundage quota is filled earlier.

At Eureka, shrimp were being processed by Tom Lazio Fish Co., with a sizeable crew of pickers.

Opening of the salmon season found many boats from Oregon and Washington making Eureka their headquarters. Late May found approximately 80 "outside" craft utilizing the Eureka small boat basin, with predictions that the figure would exceed 100, in addition to Eureka-based craft.

"Joseph Balestrieri" Damaged in Alaska

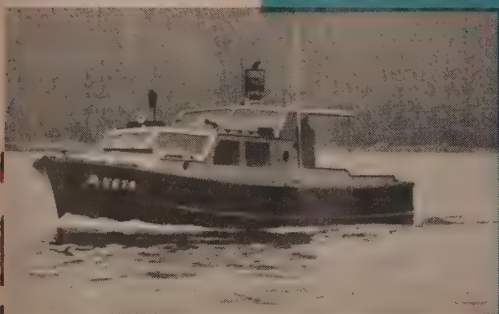
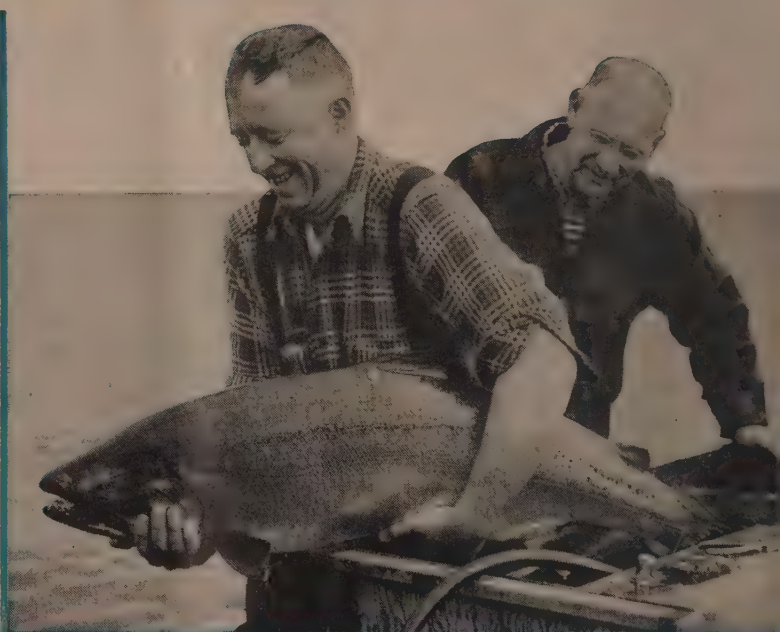
After sailing from Eureka for Alaskan waters, the big dragboat *Joseph Balestrieri* sustained some \$10,000 damage when she struck a rock north of Prince Rupert, according to word received at Eureka by D. L. Selvaggi, branch manager of the Balestrieri Fish Company. The boat put into Ketchikan for repairs.

Other familiar northern California craft working in Alaska this summer are the *Franz Joseph* and the *Sea Amber*.

'Tag Day' for King Salmon

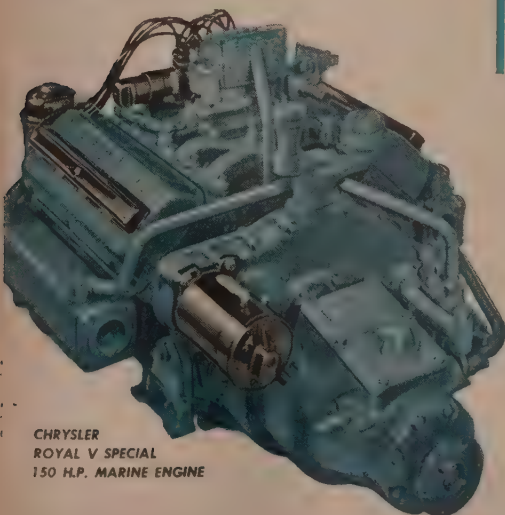
AT THE RIGHT . . . Clarence Anderson, Director Alaska Department of Fisheries at Juneau, Alaska, watches as Stanley Swanson, Department District Inspector at Ketchikan, releases a tagged king salmon. (Note tag near dorsal fin.) Recapture of these tagged fish reveals important information as to the migration patterns and the home streams producing them. All Pacific salmon die after spawning.

Work of this nature requires the services of O'KETA (below), the Department's 32-foot modified gill-net boat built in 1953 by Commercial Marine Construction Company of Seattle, Washington from design of William Garden N.A., Seattle. O'KETA is powered with Chrysler Marine Engine, 2½ to 1 reduction gear.



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Clarence Anderson, Director of Alaska Department of Fisheries writes from Juneau: "Our biological and fish-life studies along Alaskan coastal and inland waters require a dependable boat, dependably powered. In this work O'KETA is used from early spring to late fall. Boat and Chrysler Engine have met all our requirements."

District Inspector Stanley Swanson adds, "Chrysler Engine performs satisfactorily at all speeds necessary in our work. It's a completely reliable power plant."

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How It Happened—In the *Arctic Maid's* chartroom, Capt. Homer Kyros, right, points out on the chart where the freezer ship was seized by the Ecuadorean patrol to Tom Miller of the Washington Fish Co., San Francisco, where the vessel's cargo was canned on account of *Arctic Maid Fisheries*. At the left is Ben Bendricksen, first mate. *Arctic Maid* delivered 375 tons after paying a fine of \$43,441 to secure her release. William Peck, engineer, was seriously wounded when the vessel was fired upon, and is recovering slowly in Seattle.

SAN DIEGO BITE-SIZE ITEMS

KARL HANKEN is vacationing in Europe after a flight over the North Pole on a Scandinavian air-liner. . . *Jugly Duckling* has received its documentation in the ownership of Lloyd L. Lindall. The boat was built in San Diego in 1944 and has a gross tonnage of 14. . . Marine Products Co., San Diego, has transferred its *Penquin*, built in Wilmington, 1943, to the Mex-

ican flag. The wooden vessel has a gross tonnage of 122. . . Bill Hickson is chef on the *Southern Pacific* and his recipe for Lamb Chops a la Paree was featured in *Star-Kist's Gill and Quill*, April issue. . . *Ocean Pride* completed a cruise for the Department of Fish and Game, covering offshore waters off Costa Rica, Cocos Island and Galapagos. Primary task was that of tagging Yellowfin tuna, Skipjack and Big-eye and to make oceanographic and biological observations. . .

FAR FAMED, *Intrepid* and *Katie Lou* are reported to be fishing for the National Canning Co. in Puerto Rico, an affiliate of the South Pacific Canning Co., Long Beach, whose plant is now being torn down because of freeway rights. . . *Kitty Hawk*, docked

in San Diego, took an unscheduled run from Broadway pier to B street pier when several boys started her engines. There was no crew aboard, although some 20 visitors were viewing the boats as part of Harbor Day celebration. . . *Virginia R* is another tuna clipper utilized by the California Fish and Game for tagging Yellowfin, Skipjack and Big-eye tuna. The vessel worked the waters off Mexico and El Salvador and Nicaragua. Skipper is Joe Correia. . . Lt. Comdr. Gilbert H. Rinkler, serving as navigator aboard the *White Star*, died aboard the clipper while it was docked at San Pedro. He is survived by his wife and a son, Gilbert H. Rinkler, Jr. He was 58 years of age. . .

WESTGATE-California's tuna plant has a new conveyor on Pier 4, 100' long from the end of the flume toward the end of the dock and installation has begun on another hoist at the end of the pier. . . Harold Cary, manager of the American Tunaboat Association, gave a talk recently before the Lamplighters Club of La Jolla on the tuna industry's efforts to combat imports of frozen tuna from Japan, etc. . . The A. L. Brosio Company is now issuing a publication known as "Tunaboat Insurance Bulletin", the first issues of which have contained articles on commercial fishboat insurance. . . *Navigator* was reported to be the first clipper sailing for Star-Kist under a "rotation" plan following the notice by the cannery that it was not issuing general sailing orders to its fleet. . .

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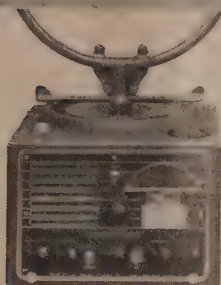
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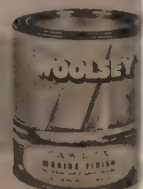
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PACIFIC FISHERMAN'S NEWS Section

'Alaska-Limit' Steel Seiner

Embodies Advanced Ideas

One of the first steel purse seiners built to the "Alaska limit" and one embodying important principles of design and construction proved successful in larger vessels, but not previously applied in boats of this size—the *Valiant Lady*, completed late in May by the Marine Construction & Design Co., Seattle, for Martin Tomich and his father, Nick Tomich, of Bellingham. Nick formerly had the seiner *Joseph*, which he sold last winter to Whiz Fish Products Co.

Martin, as skipper, took the boat forth immediately on completion, to fish for the P. E. Harris Co. cannery at False Pass; planning to return to Puget Sound and fish through the late summer for the Whiz plant at LaConner, and perhaps go on to California waters for sardines in the fall. The *Valiant Lady's* hold is well adapted to mechanical refrigeration, if desired, or to the new practice of carrying salmon in chilled sea water; and could easily be equipped to carry live crabs in circulating sea water,



apt. Martin Tomich smiles proudly as he stands at the steering station behind the "Valiant Lady's" windshield.

Although such service is not now contemplated.

Valiant Lady is 57' 10" long, o.a., with beam of 17' 4" and draft of 7' 9" light or 9' 6" fully loaded, and has 1/4" hull plating. She was designed as well as built to her owners' order by Marine Construction & Design Co., of which Peter Schmidt, Jr., is president and B. F. Jensen vice-president and chief engineer; and she represents the result of extensive experience in the design of steel tuna vessels, embody-



"Valiant Lady," steel purse seiner built by Marine Construction & Design Co. for Martin and Nick Tomich, left Bellingham for False Pass, Alaska, May 26—two months and three weeks after the keel was laid.

ing the same principles of hull construction as the best modern clippers—one feature of which is longitudinal framing.

Her hull is regarded as combining the best features of the conventional wooden seiner of her size with the well-known advantages of steel—tightness and freedom from rot; greater capacity for fish, fuel and water, etc. She has tank capacity for up to 6,000 gallons of fuel, and is expected to carry some 3,000 gallons when fishing; and the builders declare she would be safe to navigate with her hold hatch-full of sea water. The steelwork was carefully sand-blasted, then painted by the vinyl process; Andrew Brown Co.'s "Brolite" being used almost exclusively for both hull and upper works.

The vessel is powered with a V-12 Cummins diesel, Model NVHM, delivering 270 hp at 1800 rpm, working through a Western Gear Works "Sea Master" hydraulic reverse and reduction gear with 4:1 reduction. The tailshaft is Monel, 3 1/2" diameter, turning in a Goodrich cutless rubber bearing; while the propeller is an Olympic "HI-EF", 3-blade, 52 x 40". She carries a 32-volt storage battery, rated at 400 ampere-hours, manufac-

tured by the Dyno Battery Co., Seattle.

Above decks, the seine and towing winch and anchor winch are of Rowe Machine Works make. The interior of the house, all Philippine mahogany, is most conveniently arranged and comfortably equipped, with a Washington Stove Works "Olympic"



"Valiant Lady's" compact power plant—a 270-hp. Cummins diesel.

oil-burning range in the galley. The pilot house is equipped with a Wood Freeman Metal Marine Pilot; Mathers remote controls for the engine; a Northern radiotelephone; a Raytheon Fathometer obtained from the Bellingham Engine & Equipment Co., and Loran. In fishing, *Valiant Lady's* seine is hauled by means of a Puretic power block hoisted on a hollow steel boom.



Sam Mirkovich, skipper-owner of the 88-foot **City of San Pedro**, hangs his sardine net with 2,000 Spongex standard purse seine floats, supplied through Fishermen's Cooperative Association, San Pedro. Sam Hayes, Los Angeles, represents the manufacturing company, Sponge Rubber Products Co., Shelton, Conn. The floats are of cellular plastic construction, and the manufacturer declares that one 6" Spongex equals nine inches of cork. **City of San Pedro** was built by Harbor Boat Building Co., and is all-brine.

Canadians Campaigning For Pink Salmon Treaty

• Canadians are pushing hard this year for international action designed to develop Pink salmon fishery in waters adjacent to the Fraser River.

Success of the International Pacific Salmon Fisheries Commission, whose authority is limited to Sockeye, has convinced British Columbians that a treaty for study and regulation of the Pink salmon fishery is not only logical and practical, but the only guarantee for preservation of this resource at its present or higher level of production.

Fisheries Minister James Sinclair has announced that he hopes negotiations next fall would lay the ground-

work for a satisfactory treaty covering Pink salmon. A few weeks ago a meeting organized by British Columbia fishermen, and attended by a substantial number of American fishermen too, indicated strong approval of the work of the Sockeye Commission and a desire for international handling of the Pink fishery.

In May the Fisheries Association of British Columbia, representing all the packing companies in the province, placed itself publicly on record in favor of action towards bringing Pinks under international management.

The general feeling seems to be that, if the recommended international management of Pink salmon materializes, the scope of the Sockeye Commission should be enlarged to cover it, rather than have a separate commission to deal with Pinks alone, as the latter course would lead to duplication and possible confusion. It is widely held that the Sockeye Commission has the know-how and experience, the trained staff and the records to provide an effective background for the proposed Pink study and one of its major accomplishments—the building of the Hell's Gate fishways—has already been instrumental in building up the spawning run of Pinks in the Fraser River system.

During the last few years the Pinks runs have been generally satisfactory but the recent trend towards more intensive fishing, especially by Canadians in the Juan de Fuca Strait, indicates that the scales may be tipping in favor of the Canadians unless some form of sharing the catch, as in the case of Sockeyes, is adopted. As a result of changes in the Canadian regulations a few years ago there was much less restriction on Canadian fishermen in the Strait of Juan de Fuca than formerly. Seiners are now permitted to use power skiffs or push-off boats, and depth of the nets has been increased to correspond with those used in Puget Sound. Furthermore more than 100 Canadian gillnet boats operated in the Strait last year, as well as a considerable concentration of Canadian seiners, and the experience they gained places them in a better position to take an increasingly large share of the Pinks in those waters. There would be nothing to prevent Canadian fishermen from making heavy catches of Pinks migrating to American streams before they reached U.S. territorial waters thus reducing the Puget Sound run considerably.

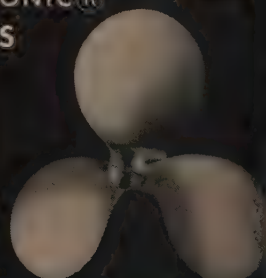
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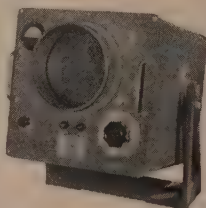
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"PAT B."

B. C. Whalers Start 1955 Season

Six craft that make up the B. C. Packers' whaling fleet, Vancouver, have started out on their annual search.

The fleet, consisting of three steamers, the *Bouvet 3*, *Polar 5*, and the *Globe VIII*, and three diesel craft, the *Tashis Chief*, *Nahamint* and the *Lavellee*, carries a total crew of 60 men. Each crew member stands to make upwards of \$3000 for his six months at sea, depending on the catch.

"Pat B" Is One Sweet Salmon Trolling Boat

She's beautiful as any cruiser, but she's a working troller—that's *Pat B.*, new 32-footer built this spring for Ed Bosley of Seattle. Ed Monk, Seattle naval architect, designed the craft, and she's a beauty. Forder Boat Works built her at Bothell, Wash.

Her power is a 200-hp. Chrysler Imperial, furnished by Seattle Chrysler marine engine distributors, The White Motor Co., Fishermen's Wharf.

Ed Bosley specified 2.56:1 reverse-reduction gear to give him slow trolling speed and he knows from the trial performance of the *Pat B* that he can take his catch back in a big hurry when he's full. Swinging a 22" x 24" propeller on her shaft, *Pat B* turned in 15 knots cruising speed with a light load, and a top speed of 21.2 knots at 3600 rpm. Twin exhaust stacks are carried up through the cabin with an extra sheathing of galvanized pipe.

The compactness of the rugged 200 h.p. Chrysler V-8 is a point favored by Mr. Bosley in his selection. Equipped with hydraulic controls, the engine is placed under the deck house below the control stand allowing free working space aft and an ample fish hold to store the catch.



ED BOSLEY

Old-Time Leader Of A.F.U. Passes

Charles F. Hammarin, widely known to Bristol Bay fishermen as Seattle agent of the Alaska Fishermen's Union for some 20 years ending in the early 1930's, and an active member of the union for a much longer period, died in a Seattle hospital May 14, after a long illness. Mr. Hammarin was a native of Sweden, 80 years of age.

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ARNE STROM, Owner

How Refrigeration at Sea Best Protects Tuna Quality

By LIONEL FARBER

● For raw tuna the preservation procedure leading to the least changes in the appearance and physical state is refrigeration. The changes which can occur during the improper refrigeration of tuna and some practical recommendations to prevent these deleterious changes in the raw fish are briefly outlined in the present paper.

In order to avoid or minimize the adverse changes which may occur during improper refrigeration, and which are given in a later section, the following operating procedures during freezing and storage are recommended. These have been developed from experiments in the laboratory and from trials on commercial tuna boats.

● FREEZING

1. A rapid removal (within 8-10 hours) of the heat of the tuna with a reduction in the temperature of the inside flesh to about 28° F. by immersion in prechilled sea water constantly kept at this temperature.
2. Possible storage at this temperature for a maximum of 7 days, provided the temperature is maintained with no fluctuations.
3. The chilled seawater is removed and a dense sodium chloride brine of 20-23% salt at about 0° to -5° F. is put on the tuna and kept recirculated with no temperature rise until the tuna have been frozen and their temperature is close to that of the brine.

● STORAGE

1. The tuna should be stored at a temperature no higher than 10° F., preferably around 0° F. Then storage temperature must be kept constant at whatever value is chosen, otherwise most of the advantages obtained from the rapid chilling and freezing will be lost.
2. The storage medium can be either the cold dense brine or cold air. On prolonged storage in air there is a possibility of fatty changes leading to rancidity and off-odors and off-flavors and an opportunity for drying out of the outer layers of the tuna to occur. Brine storage may facilitate the removal of the tuna from the wells with a reduction in loss from broken fish.

The various steps of the recommended procedure were devised and suggested in order to prevent the fol-

lowing changes which may result from improper freezing and storage of tuna.

● POSSIBLE DE-GRADE

Improper freezing and storage of tuna aboard the fishing vessel may result in down-grading the catch as result of the following conditions:

1. Mechanical rupture of muscle cells by large sharp-pointed ice crystals, allowing water with dissolved cell constituents to escape.
2. Breaking up of the semi-gelatinous structure of the muscle cell contents, with a separation of part of the protein as discrete insoluble clumps and the formation of a liquid containing such substances as salts and flavor-contributing substances.
3. Loss of this liquid containing the various nutritive and flavoring substances from the broken muscle cells on thawing.
4. Changes in fat resulting in the production of rancid odors and off-flavors.
5. Penetration of salt into the flesh resulting in a toughening of the meat and a decrease in its palatability and the possible formation of off-colors by the release of and changes in the red blood pigment, particularly around the larger blood vessels. The addition of salt to a warm brine-tuna mixture followed by a slow lowering of the temperature is a practice that must be avoided to prevent or minimize the changes mentioned.
6. Dehydration of the tuna flesh by the loss of free liquids and during exposure to fluctuating storage temperatures.
7. Shrinkage of the meat and loss in total weight as a result of salt penetration and other effects.

The above changes all add up to a detrimental change in the physical state of the flesh, a decrease in palatability through a toughening of the texture and a loss of the savory flavoring substances, leaving a dry, flat-tasting, woody material, and under certain adverse conditions, resulting in the formation of off-odors and off-flavors, through such changes as fat breakdown and rancidification.

● THAWING

The above recommended procedures are designed to eliminate the possibilities of:

(1) Spoilage during the initial chilling of tuna to about 28° F.

(2) The formation of large jagged ice crystals within and without the muscle cells.

(3) The disintegration of the semi-gelatinous structure of the muscle cell contents with the formation of insoluble denatured protein and a free fluid portion.

(4) The loss of nutrients and flavor-contributing substances by the escape of this free liquid portion of the broken cell jelly on thawing (drip).

(5) The occurrence of changes in color of the tuna meat and of changes in the fats leading to off-flavors and off-odors, and

(6) Shrinkage and loss in weight of the tuna as a result of all these changes.

The thawing process can be regarded as the reverse of the freezing one. Harmful effects, similar to those occurring during the freezing operation, can occur in tuna flesh as its temperature is raised and the thawed state is reached. Accordingly, as far as is known at present, the thawing operation should be as rapid as possible, particularly through the temperature zone of maximum change, from just below the freezing point of the flesh to just above 20° F.

● QUALITY PROTECTED

The above information summarizes the current knowledge regarding the freezing, and to a lesser extent the thawing, processes and its practical application. As newer refrigeration media and practices become available the above operating suggestions can then be modified to take advantage of them.

The prevention of the deleterious changes outlined above will lead to a product which, after undergoing the proper thawing operation and canning procedures, will be as nutritious as the original unfrozen tuna, and which will have an attractive texture and satisfying savory taste. In other words, the product will be one which can be said to have quality in every respect. This is the ideal toward which everyone in the tuna industry should strive.

Dr. Farber is in charge of the Fisheries Research Laboratory of the George Williams Hooper Foundation of the University of California at San Francisco.



Nautilus, research boat of the California Dept. of Fish and Game—One of the most completely equipped research vessels for its size in the United States. (Photo by Calif. Fish & Game Dept.)

Calif. Research Boat Elaborately Equipped

One of the most completely electronically equipped marine research vessels for its size in the United States is the 50' *Nautilus*, recent addition to the fleet of the Marine Fisheries Branch, California Department of Fish & Game.

Fish-finding and navigation equipment on *Nautilus* include a Sperry

magnetic compass pilot, Bendix Mate 65-watt combination radio telephone and DF, Bendix 200-fathom depth recorder, a sea scanner, loran, a Raytheon Pathfinder radar and a Pip-Squeek radar reflector.

Nautilus, designed by Edwin Monk, Seattle, started out as a trawler. As the *Sport Fisher II* she was owned by Louis Cavallini and Jack Kostick, Fort Bragg, Calif., and was finally pur-

chased and converted into a research vessel by the Department of Fish & Game. She has a beam of 13' 10" and draft 6'.

She is used on abalone, salmon, crab, herring and bottomfish investigations. Her trawling winch is by Rowe Machine Works, Seattle. She has a Tacoma Boat Building Co. Northern anchor winch. In her hold is a small deep-freeze for the preservation of specimens.

She has accommodations for seven men, with a shower for the crew, hot water, and water pressure system by Fairbanks-Morse.

In the galley is an Olympic stove. Main power plant is a 165-hp Cummins diesel with Twin Disc 3½-1 reverse and reduction gear, turning a Coolidge propeller through Goodrich cutless bearings. Auxiliary is a 4-cyl. 25-hp Buda diesel, furnished by King-Knight Co., San Francisco, driving a 32-volt and a 110-volt generators. Bottom of *Nautilus* is painted with American Marine Paint Co. "Triple C."

Skipper of the craft is Dee McFadden, former Southern California fisherman who has been in the state service for three years.

Nautilus has a cruising range of 1,500-2,000 miles.

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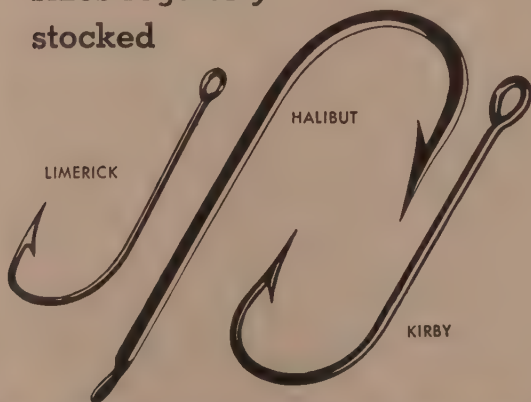
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Capt. C. A. Kaldestad of the *Totem* (center) on dock of Seattle Seafoods, Inc., to whom he delivered his fare of live King crabs from Shumagin Island waters. At left, a box of the live crabs being hoisted from tank in the *Totem's* hold.

Live King Crabs From Alaska

Bringing King crabs from distant Alaskan waters *alive*, with the purpose of getting them to the consumer in the freshest, tastiest condition possible, with the fine, delicate, fresh-cooked flavor unimpaired, is the latest development in this industry—a development still somewhat experimental, but one which promises much for the future.

What is hailed as the first really successful fare of King crabs to reach the market alive, in substantial commercial quantity, was received in Seattle May 26 by Seattle Seafoods, Inc., from Capt. C. A. Kaldestad's 76' dragger *Totem*, and amounted to about 2800 of the big crabs, averaging a little less than 10 lbs. each. They came direct, by the "outside" route, from near Sand Point in the Shumagin Islands, in a passage of slightly less than a week. Capt. Kaldestad and his crew caught the crabs in their own trawl, and started on the long trip as soon as a fair load had been brought aboard.

That this method of handling meets a real demand is evident from the trade's response. Seattle Seafoods reports that the crabs from this shipment were sold immediately on being offered; they were butchered and cooked almost as fast as they could be unloaded, and shipped whole, in the shell, to wholesalers throughout the region west of the Rockies—to

points as distant as San Diego and Denver—keeping some, of course, for the local trade of the Seattle area. When the next lot arrives, it is expected that some will be shipped alive to New York.

Capt. Kaldestad has been experimenting with the handling of live crabs for the past year or so, and has learned a lot from his experience. The earlier results showed some serious difficulties, but this latest fare arrived with most of the crabs alive and full of pep, and he believes that most of the problems have now been solved. There was some loss, as was to be expected; but the results are regarded as highly encouraging, both by Capt. Kaldestad and Seattle Seafoods, and they are confident that on his next trip, late this summer, mortality will be reduced to an insignificant figure.

One of the first things learned was that King crabs, despite their rugged appearance, are decidedly delicate. They can't stand fresh water, or even salinity that falls much below that of the open sea; they require a constant circulation of clean sea water, as does live bait for tuna; and they are apt to succumb quickly in temperatures above 47° F. Water temperature around the Shumagins this spring, Capt. Kaldestad says, was about 41°.

The *Totem* was equipped for this service last fall, and completed her

first trip about the end of the year landing at Bellingham, but the mortality was so high that it was not rated as commercially successful. This was attributed mainly to the fact that, passing the mouth of the Fraser River, she picked up a lot of fresh water—which was avoided on this last trip by taking the outside route, west of Vancouver Island. Principal trouble on the last trip is believed to have arisen from lying at the dock overnight before unloading, in harbor water that lacked full ocean salinity and was not cold enough. It is felt that such conditions can be easily avoided in the future, and that the technique of keeping King crabs alive will soon be well established.

Special equipment on the *Totem* consists essentially of two big steel tanks, of total capacity for about 4,000 crabs and sufficient sea water and pumps to maintain a constant circulation. The tanks are built port and starboard in the hold, extending some distance forward and a little aft of the main hatch, under which are water-tight steel cover-plates which are unbolted and removed when loading or unloading.

Fresh sea water from outboard connections is pumped into the bottom of the tanks at about 5,000 gallons a minute. Each tank has two large overflow pipes from the top leading outboard through the hatch-coaming. The pumps are electrically driven from a 20-kw generator with G-M diesel; in emergency it can be run from the main engine—twin 165-hp G-M diesels, turning a single shaft.

The crabs, as mentioned above, are taken by dragging, and are dropped into the water in the tanks as soon as they come aboard.

P. Repovich Manages Commercial Fishermen

Pete Repovich, skipper-owner of the Albacore and tuna boat *U & I*, has become manager of the California Commercial Fisherman's Association, Inc., with offices on Terminal Island. Mr. Ron Case, now manager of the Fishermen's Cooperative Association, was manager for this group of small boat owners.

Photo by Daugherty

The May issue of *Pacific Fisherman's News* did not give credit to the photographer of the powerblock on the *Anthony M*, page 25. The credit-line should have shown Art Daugherty, California Fish and Game biologist, Terminal Island, as having photographed the powerblock action.

What Hit Halibut Prices? How Much Will They Buy?

Halibut production during the area 2 season was disappointing to the fleet, and so were the prices received.

Bad weather prevailed throughout much of the season which started May 2 and ran-out June 5, limiting the catch of vessels on the local banks, and yielding a sharply reduced volume in comparison with even days in the previous season.

The flush fishing of 1954 found no counterpart in May and early June of this spring.

Prices for halibut were heavy from the start.

The trade was still smarting from the lash of the losses taken in the early spring and was doggedly determined that 1955 halibut costs would run at a lower level.

Many of the dealers made trips throughout the middle west and east just before the halibut season opened, and what they saw and heard warned

them of pressure in the packaged as well as the bulk frozen field.

Fish sticks, which had glittered and glamored for two years as the ever-rising golden glory of the business, had suddenly become soggy. Price of some minor brands knew no bottom. Prospects for sticks production continuing ever upward were dim indeed.

With these facts in their minds, halibut buyers went to the auctions with only small change in their pockets.

Prices in Seattle averaged under 14c during most of May, and at pressure time were around 15 and 13c. In Alaska the average was under 10c. In Canada, 12, 10 and 9c was about the mean.

No, the fishermen didn't like it but for the most part they recognized that the trade had taken heavy losses on the fish bought at last season's prices.

● One school of thought, and it included some mighty bright students,

too, felt that the buyers were unduly concerned as to the volume of the 1955 supply, and that it would be a serious mistake to count on 1955 landings reaching the volume registered the year before.

They backed their position with this line of thought:

(a) To mid-June production this year was far short of the same fishing period last year, due largely to weather;

(b) The split seasons in the sub-areas could not be expected to yield as heavily this year as last. Why? Because 1954 fishing conditions were ideal, and the unfished populations were extremely heavy. The "cream was skimmed" then, and will not be as heavy this year.

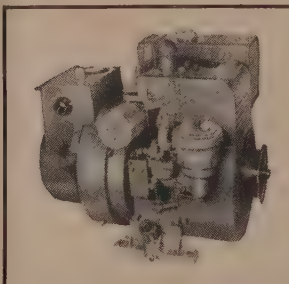
(c) Low prices prevailing during the regular local season, and the excellent bids for salmon, will tend to divert many of the smaller boats from the sub-area seasons to salmon fishing.

The points stressed commanded buyers' interest all right, but they weren't so stimulating as to cause anyone to become reckless with his money.

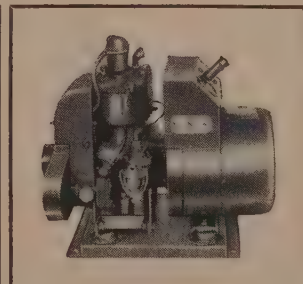
* * *

Chester Karlson, Mt. Vernon, Wash., has equipped his gillnetter with a Model 45 Bendix Automatic Pilot.

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By PETRALE*

Oregon Limits Fish Use for Animal Food; and Regulates Minimum Size of Trawl Mesh

A recent order of the Fish Commission of Oregon prohibits the possession or use of Dover sole, English sole, or petrale sole for animal food or for reduction purpose within the State of Oregon. However, it will be lawful for fishermen to retain incidental catches of these species made up to 20% by weight or 2000 pound (whichever is greater) while engaged in regular fishing operations; and fillet scrap from all species may be used for any desired purpose. This order became effective June 1.

Another regulation affecting trawlers was the new order requiring all boats landing in Oregon ports to utilize 4½" (between the knots). Vessels engaged in the perch fishery may possess a small-mesh liner, provided the meshes are not smaller than 2½" and not larger than 3½". Hog ring type cod-ends must have a measure of not less than 6". Double cod-ends may be used, providing the double portion does not exceed 15 meshes in length and the meshes are not less than 5" stretch measure. This order also became effective on June 1.

Fishery Researchers Go On a Tagging Spree

Arrival of spring, with somewhat tolerable weather, brought a spree of tagging by various research organizations along the coast.

The Oregon Fish Commission tagged several thousand Dover sole in 200-fathom water west of Grays Harbor, Wash. The trawl investigators are hoping by this means to learn more of the migrations of this species as to inshore-offshore movements, as well as north and south.

Washington Department of Fisheries is also in the tagging business. Several thousand small sablefish, 1 and 2 years old, were tagged in Holmes Harbor, Puget Sound, to study the effectiveness of several types of fish tags, and to learn if these immature sablefish eventually will show-up in the offshore setline fishery.

Washington biologists are also seining and tagging numerous Pink salmon in the southern portion of Puget Sound. Also in the act is the U. S. Fish and Wildlife Service and the Fisheries Research Institute, tagging salmon at various points along the coast from Swiftsure Bank to the Aleutian Chain as a preliminary to studies under the North Pacific Fisheries Treaty.

Television Watches Trawl In Action Under Water

Television is now being used to observe fishing gear during actual operation. A joint field project conducted by the U. S. Fish and Wildlife Service and the U. S. Navy's Bureau of Ships demonstrated the use of underwater television as a research tool in developing fishing gear. The tests, called "Operation Fisheye," were carried out in the clear waters of the Gulf Stream off Florida.

The results of the research described by R. F. Sand of the U. S. Fish and Wildlife Service are published in the recent April issue of "Commercial Fisheries Review." Because of the limited access to direct observation of fishing gear while it is being worked, most advances are the result of trial and error coupled with fisherman know-how. With the development of underwater T.V. direct observations are now possible. This should substantially aid researchers in the development of experimental gear.

The T.V. camera used was housed in a water-tight steel cylinder and the signal was transmitted to the vessel via a flexible cable to a monitor unit aboard the research vessel. First tests were concerned with observation of

the Swedish phantom midwater trawl and good viewing was obtained at depth in excess of 60 feet. The author limited the article to method, technique, and possibilities of the T.V. equipment but omits the much desired data on what was gained observation of the trawl in action.

Off-Shore Gill Netters

Water front talk indicates that number of northwest fishermen more than casually interested in possibilities of off-shore gill-netting for salmon. More than a score of fishermen have made request for recent articles published by the Fish and Wildlife Service on the Japanese gill netting off the Aleutians. Many feel there is a definite potential cropping runs of Reds, Silver and Pinks off the Washington and Vancouver Island Coasts in international waters using gear similar to that used by Japanese. Design and make up of the pelagic gear used by the Japanese is available in a Fish and Wildlife leaflet, which can be obtained by writing this organization at 2725 Montlake Blvd., Seattle, Wash.

New Salmon Preserve In Skagit District

The Washington State Department of Fisheries recently added a new salmon preserve—the Skagit River preserve—to the closed areas of the Puget Sound district; at the same time extending the Snohomish River preserve two miles westward and changing the boundaries of several others.

The Skagit preserve includes Skagit Bay waters east of a line from Point Brown on Camano Island to the west point of Ika Island, thence to the opening in the Swinomish Slough jetty. The Samish River preserve line is moved ½-mile east to permit more Chinook fishing.

The three former Strait of Juan de Fuca preserves are merged into one which now includes all waters within 3 miles from shore, from 3 miles west of Sekiu River to 3 miles east of Duwamish River.

Hood Canal, north of Brown Point light above Bangor, will be open November 30, to utilize the heavy Chinook run of that area.

Veteran Astoria Troller Dies at Eureka

Richard Poteri, who fished out of Astoria for 38 years, was found dead May 26 aboard his 42' troller *Troll III*, tied at a mooring in Eureka, where he had taken her early in May. Death was attributed to a heart attack. He was a native of Finland, 62 years of age.

Sitka Soundings

Some changes on the Sitka waterfront: Bee and Victor Hanlon of the *Elk* and Bert and Frank Ward on the *Silver Spray* have quit trolling to fish crabs for Ed Thompson's crab canneries at Kake. . . Kermit Olson, skipper of the *Whale Bird*, has been carterizing all winter, and is still at it. . . George Sarvela has returned to the Forestry Department and is now skipper of the *Ranger No. 9* out of Sitka. His troller *Jenny* is for sale. . . Carl Wallenberg of the *S.E.* is in the Pioneers' Hospital. He sold the *S.E.*

to Carl Mills, who formerly fished the *Lulu*.

Walter Johnson, owner of the *W.R.J.* has her for sale. Walter has quit the sea. He was married last winter and is a fireman at the Pioneers' Home. . . Pat Sennett, son of Tom Sennett of the *Mary S.* has purchased the *Who Cares* and joined the trolling fleet out of Sitka. . . A new troller in the Sitka fleet is Wayne Phillips' *Ja-Ja*. He bought her in Poulsbo and made the trip north this spring. His father, Lyle Phillips, has quit tug-boating and will skipper the troller *Florence*, formerly fished by Wayne. . . George and Elizabeth Blanchard came north on the *Yaquina*, which they purchased

last winter and remodeled in Gribaldi, Ore.

The Halibut Producers Cooperative have elected another troller, Frank Rensch, skipper of the *Heneretta W.*, to their board of directors.

The Northern Fishing Vessel Owners Association, Inc., at their annual meeting elected Guy Boggess, president; M. R. Koroch, vice-president; Elvin Rottluff, treasurer, and retained Myrth B. Sarvela as managing secretary.

* * *

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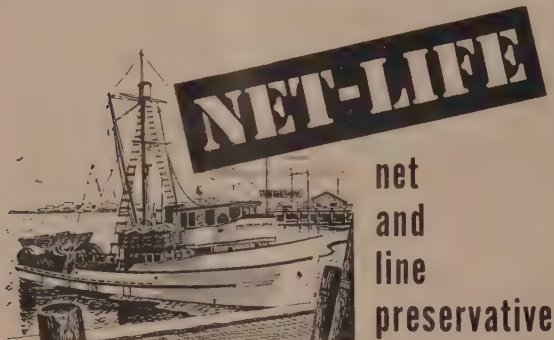
• **MERCURY** recently was dry-docked at Al Larson Boat Yard for repairs after the 54-footer capsized and sank off the Long Beach breakwater in the first week of May. Skipper is Salvatore Lauro. The same yard also was repairing the fire damage to the *New Saturnia* and had finished routine work on the *Santa Rosalia* and the *Hornet*. . . Toyland Parade has been selected as the theme of the ninth San Pedro Fishermen's Fiesta boat parade, October 2. Mrs. R. C. Strong of San Pedro won the prize for the theme. Bill Bullock is chairman of this year's Fiesta, with Mason Case, manager of Fishermen's Co-operative, as vice chairman. . . *Pacific Star*, owned by Sam Lonero of Monterey, is now equipped with a General Motors Model 3061-A working a 30-kw. generator, a diesel unit supplied by the Crofton Diesel Engine Co., San Pedro. . .

GARI and *Flyer* delivered the season's first California bluefin in May to the San Pedro fresh fish market. *Gari* is skippered by John Falconi and Nello Castagnola has the *Flyer*. . . Katherine DiMeglio became the bride of Michael O'Neill Johnston

in a San Pedro ceremony at Holy Trinity Catholic church. She is employed by the Trutanic Insurance Agency of San Pedro. . . Louis LaMont, son of a staff member of Star-Kist Foods, is engaged to marry Carol Jean Reimers of San Pedro. . . Sam Braco, who formerly had the *Spartan*, has a year's contract to skipper a fishing boat, built in Germany, for the Turkish government, to train a native crew in modern fishing methods. In this project he will be joined by a fisherman from the *Delores M.*, the *Pioneer* and the *Defense*. The project is under supervision of a division of our State Department. . .

OAKLAND was host to a group of Star-Kist officials who visited Iquique, Chile, port-center for Star-Kist South American fishing operations. Jack Borcich is skipper and guests were Jerry Scharer, John Tripps, Joseph Bogdanovich, Nick Trutanic, George Gligo, Luka Bogdanovich, Gene Mattson and Leland Links. . . D. E. White of Whitey Machine Works is president of the marine division of the Credit Managers' Association of San Pedro. . . S. Ross Hatton is the newly appointed fishery marketing specialist

stationed in the Fish and Wildlife office at San Pedro. The appointment is made to utilize the funds established by the Saltonstall-Kennedy Act. . . Vince Marich, Star-Kist engineer, and Luka Bogdanovich, Star-Kist plant superintendent, have returned to San Pedro after a three month trip to Peru and Chile. . . The 47-footer *Tiburon*, struck a submerged object and sank six miles off Long Point Catalina Island, in late May. Jack Richards, skipper, and Jonnie Lap were rescued by the *Dutchman*. . . Delfina Di Iorio of San Pedro has become the bride of Frank Iacono, San Pedro fisherman. The ceremony took place at Mary Star of the Sea. A San Diego superior court jury has awarded \$111,150 damages to Edward Ferlin, Lakeside, for the loss of his leg as the result of an accident aboard the *Mermaid*. Ferlin was chief engineer when he fell into the boat revolving propeller shaft when a grating in the shaft alley became loosened. He stated he was showing another crewman the location of a valve at the time of the accident. . . *Lucia Elena*, according to Bureau of Customs records, has been transferred in ownership from National Marine Terminal, Inc. to California Tur Fleet, San Diego.



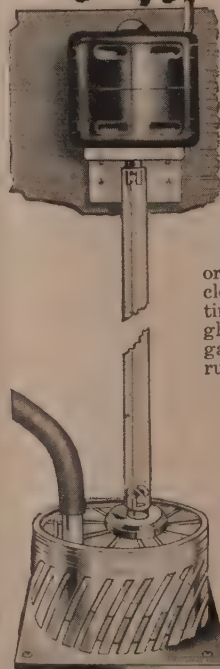
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ALL OF WHICH ADD UP TO GREATER ECONOMY THROUGH SAVINGS IN NETTING, TIME, AND MANPOWER.

TECHKOTE COMPANY, INC.
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NEW TYPHOON POWER BILGE PUMP



**Radically Different—Automatic
100% Non-Corrosive—Non-Clogging**

Dependability, durability—the only ALL-LUCITE bilge pump! Unique design takes motor right out of the bilge—no spark can ignite dangerous fumes below.

Runs for Months Without Servicing

Lucite screen many times larger than ordinary pumps—practically impossible to clog. No close or fussy alignment. Lifetime oilless, friction-proof shaft runs on glass bearing. Big capacity—pumps 60 gallons per hour (4-in. size 300 gal.). Even running dry will not injure the pump.

Sudbury's **TYPHOON** is so accessible, so simple you can quickly and easily remove motor, drive shaft, even the impeller of pump itself. Diagram at right shows pump disassembled in 30 seconds, no tools!



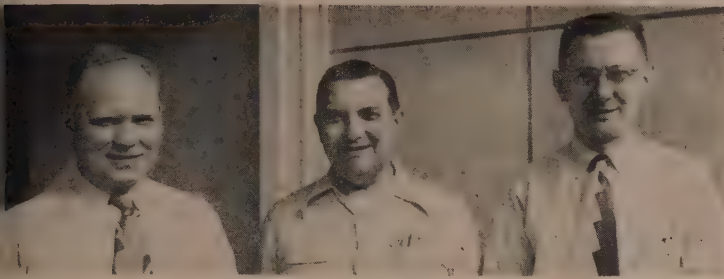
Made for 6, 12, 32 or 110 volt systems. Standard drive shaft 2 ft. long; can be supplied up to 6 ft. with extra charge. **Fully Guaranteed.** For manual operation, 4-in. \$39.95; 6-in. \$49.95.

With Automatic Switch, add \$10.

See your dealer today or write direct.

Dealers: Write for Special Offer
SUDBURY LABORATORY
Box 59, South Sudbury, Mass.

LINEs and LEADERS



Neil McLeod, Jim Chivall, Corb Kenyon

Apex Marine & Equipment, Inc., Moves to Lake Union

Apex Marine & Equipment, Inc., established in Seattle in 1953, has outgrown its location in the Ballard district and recently expanded into new and larger quarters on the shore of Lake Union—at 2100 Westlake North, Seattle 9.

Officers of the firm are Neil McLeod, resident; James Chivall, vice-president, and Corb Kenyon, secretary-treasurer. Though a young concern, they are known for their wide experience in the sale, operation and design of gasoline and diesel engines.

With the new store completed, they are rebuilding part of the large warehouse on the property to make a modern repair and overhaul facility for gas and diesel engines, reverse gears, injectors and other equipment. Mr. McLeod says this will be a modern, high-speed shop, taking advantage of new methods.

Apex Marine has been a distributor in the Pacific Northwest and Alaska for Graymarine gas and diesel engines and parts, and has gradually taken other products into its distributed line, including Paragon cars, Stewart-Warner instruments, Coolidge propellers, Maxim silencers, Marine products pumps, Federal flexible couplings, Kittell silencers, P & H diesels, Brolite Z-Spar and Synflex marine paints, and others.

Brolite paints are among the most recent additions to the Apex line. Jim Keller, Northwest manager of marine sales for the Andrew Brown Paint Co., announces that Apex is now Northwest and Alaska



Lionel R. Atkinson, Pacific Northwest factory representative, P & H Diesel Engine Division, Harnischfeger Corporation.

distributor for Brolite's Z-Spar and Synflex marine finishes, and will serve the area through its dealer organization. (An interesting sidelight is that Apex is covering the entire exterior of its new store with Brolite finishes.)

Timed with the expansion of Apex Marine & Equipment, Inc., is the announcement by Lionel Atkinson, Northwest representative of the P & H diesel engine division of the Harnischfeger Corp., that Apex is to be Northwest and Alaska distributor of P & H marine and industrial diesel engines and parts.

Universal's Sales Increase Continues

Universal Motor Co., Oshkosh, Wis., reports a continued sales increase for each month of 1955. Shipments in April were 40.1% ahead of April 1954 and represented the best volume month since June 1943. New orders are being booked at a record-breaking pace, according to Ralph G. Klieforth, president of Universal.

Haugland with Independent

Norman Haugland, superintendent of the Klawock cannery last year, has joined the staff of Independent Salmon Canneries, Inc., as superintendent at Ketchikan. He succeeds Fred Gunderson, who has joined Fidalgo Island Packing Co.

New Automatic Pilot In Wilfrid O. White Line

Soon to join the line of navigating instruments manufactured by Wilfrid O. White & Sons, Inc., is the new White Automatic Pilot. Designed and priced for the small boat and small budget, it will be available for 6, 12 or 32-V. DC operation. The equipment has four principal components. The manufacturer gives the following details:

First is the binnacle unit which houses the special White compass; a new type of photocell is employed for relaying compass course information. This unit also has an automatic course selector, by which the vessel can be placed on any new heading simply by rotation of a small control knob.

Second is the amplifier and relay box which feeds the signal from the compass to the power unit.

Third is the steering motor unit, a non-"hunting" system. The motor does not have to keep working all the time, as with "hunting" types of automatic pilots.

Fourth is the remote control with 25' of cable by which the operator can, from any position on the boat, take over control.

New Products Added To Interlux Paint Line

International Paint Co., Inc., announces the following additions to the Interlux line of marine finishes and accessories:

No. 83 G.M.C. Diesel Engine Enamel Gray, in the same shade as that with which the General Motors diesel engines are originally painted. Its quick-drying and easy-to-keep-clean properties are the same as in all other Interlux engine enamels. Packaged in ½-pints, pints, quarts and gallons.

No. 35 Interlux Putty Bug Toxic Compound—formulated with extra strong toxic properties, to resist entrance of worms into wood and limit destruction by wood-eating insects in warm waters—applied by putty-knife to underwater seams, butts, wormholes and between shoes and keels. Packaged in ½-pints, pints, quarts and gallons.

Everything in
NYLON SEINE TWINE and MAITRE CORDS

from one fine source—
BROWNELL

BROWNELL, the largest manufacturer of Nylon Seine Twine features:

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- Spun Nylon Seine Twines
- Combination Nylon Seine Twines

Also check Brownell for: Hot Stretched and Bonded Nylons, specially treated for long dependable use for cork and lead lines.



When buying Nylon Seine Twines, look for this BROWNIE Trademark. It's your assurance that it was made especially for you of 100% DuPont Filament Nylon stabilized to prevent excessive untwisting.

Investigate our new Type "E" Nylon. It's particularly adapted for Trawl Lines, Long Lines and Pot Warps (where a stiffer line is needed.) It's specially processed to coil down without kinking or unlaying. All our treatments are permanent — they won't wash out!

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The complete line for complete satisfaction.



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10c a word per time, \$3.50 minimum. (For box numbers addressed to PFN, add \$1.00.) Business card display—\$16.50 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

FOR SALE: Atlas Imperial, Model 6HM-2124, 425 horsepower heavy duty Diesel engine complete with heat exchanger, air tanks, shaft, propeller, Kingsbury thrust bearing and all accessories. Fitted with single lever air reverse ram for remote control. Like new condition. Will accept 225-275 horsepower medium duty engine as trade in. H. J. BRANIGAN & CO., 75 West St., New York 6, N. Y. Whitehall 3-6240.

FOR SALE: Enterprise Marine diesel engine 1939 model 4 cylinder, 100 HP. Used one year since overhaul. Price, \$500. Wilburn E. Hall, 711 S.W. Abbey St., Newport, Oregon. Phone 549-R.

FOR SALE: Bait net, greened, used six weeks. Chrysler crown marine motor overhauled. Make offer or will trade. Also want to fish albacore boat on shares. Boat must be completely equipped. Brooks Hurst, 4349 Stewart Ave., Venice 66, Calif. EXmont 7-3074.

FOR SALE: 42' Monk northern blt., 3 cyl. G.M.C., Fairbanks aux., radio, Lear ADF, Bendix indicator, Freeman bait, diesel galley, refrig. 12 ton, complete bait fishing equip. Cash or real estate. 65' seiner-troller, 172 HP diesel, radio, D.F., pilot, Loran, 45 ton capacity. Asking \$14,000. 83' T.S. diesel, refrig. 20 ton pilot, radio, D.F. Asking \$22,000. SUN HARBOR MARINA, 5104 Harbor Drive, San Diego, Calif. AC-2-1291.

FOR SALE: Property, Nehalem, Ore. Tohls first addition, Block 21, Lots 1, 2, 3. Fronts 101 Highway and river. Deeds to tidelands, 40x70 building. Landings. W. H. Gillette, 1332 W. 1 St., Wilmington, Calif. TE 4-4226.

FOR SALE: Deep sea troller "High C" 45' x 13'4" x 7'9". Built 1952, 19 tons net. Ideal for seiner, halibut or tuna, 6 cyl. GM Diesel, radio, D.F., Iron Mike, Fathometer and repeater, Hydraulic anchor winch and gurdies. May be seen at Poulsbo, Wash. Reasonably priced. Will send pictures and further details on request. Leif Ness, P. O. Box 158, Poulsbo, Wash. Phone, Poulsbo 610.

FOR SALE OR LEASE: Modern salmon cannery in biggest producing area on Puget Sound. Crab and bottom fish available. Write Box 293, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

FISHING BOATS FOR SALE: Trollers and Monterey Purse Seiners. DON WOODWARD, Boat and Real Estate Broker, at Marine Supply Store, PO Box 45-A, MOSS LANDING, California. Telephone CASTRILLE 6652; or apply at OAKLAND ESTUARY BRANCH, Don Woodward, Jr., Manager, care Evans Radio Dock, 901 19th Avenue, Oakland, California; Telephone Kellig 2-8158.

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Long Beach 2, Calif. Cable Address: PACTOW
"KANAK"—WA 6710

FOR SALE: Sardine purse net, length 200 fathoms, depth 4 1/2 strips, 1 1/2 inch mesh. One cathead, 28 ft. metal boompole. Must sell, make offer. Carl Krauch, 530 N. Artesia St., Santa Ana, Calif. Phone Kimberly 2-4365.

FOR SALE: Four 38' Comm. Kettenburgs, 12 Ton Refrig. Holds, From \$8900. 55' No. Dragger, '45, 6-71 GMC (3:1), Two Aux. 25 Ton Refrigeration, 1550 Fuel, 50 Watt Radio, R.D.F., I. Mike, Fathometer, \$17,000. 100' Tuna Clipper, '50, Fairb. Morse 485, 2 GMC 60 KW Aux. 25,000 Fuel, 170 T Refrig., Pilot, 500 W Radio Radar, Fathometer, Qtrs. for 14, Fully Equipped, \$160,000. FRANK SIMON ASSOCIATES, P. O. Box 834, Berth 205A, Wilmington, Calif. TE 5-3101.

FOR SALE: Two Cat D13000 marine diesel engines, gas engine starting, Twin Disc 2:1 reverse and reduction gears. Good operating condition. Overhauled 1500 hours before being removed from boat. \$4,000 each. KING-KNIGHT CO., 360 Jefferson St., San Francisco, Calif. Phone PProspect 6-2700.

FOR SALE—SURPLUS: Graymarine diesel engine, Series 6-71 with new Snow Nabsted 2:1 reverse and reduction gear unit. Engine has been thoroughly overhauled and has new pistons, liners, pins, rings, bearings, valves, guides and other parts. Injectors are 60 m.m. Electrical system is 32-volt with new generator and new starter. This engine has been thoroughly run in our shop and is in perfect condition. \$2300. OSWALD MACHINE WORKS, 2936 Hyde St., San Francisco, Calif. Phone: ORdway 3-4364.

JERRY'S BOAT SALES. For any type or kind of Jerry's ship. World-wide contacts. Matt Batinovich, owner and broker. New location: 310 West 7th, San Pedro, Calif. Terminal 3-4482.

FOR SALE: Enterprise, Model DMQ-6, 795 horsepower heavy duty marine Diesel engine complete with heat exchanger, air tanks, shaft, propeller, Kingsbury thrust bearing and all accessories. Like new condition. A.B.S. Certificate. H. J. BRANIGAN & CO., 75 West St., New York 6, N. Y.

SAVE money, buy surplus direct from U. S. Government at tremendous savings; Boats, marine equipment, motors, truck, trailer, jeep, power tools, machinery, hundreds others. Government Surplus Bulletin \$1.00. Box 169PCA, East Hartford 8, Conn.

FOR SALE—Retort. Outside measurement 6'4" length, width 3", depth 3'2", 5 door clamps, gauges are on and 2 pop-off valves. Double Ender, Good condition. Mrs. Mabel Chase, 15 W. Boston, Seattle 99, Alder 6863.

FOR SALE: Small, modern seafood Cannery. Near Cordova, Alaska. Suitable for one or two couples to operate. Furnished living quarters. Good supply salmon, crab, and clams available. Write Box 239, Cordova, Alaska.

FOR SALE: 1 Iron Chink Model G. T. (practically new), 1 Fish Cutter 1/2 lb. 1 Fish Cutter—Murray & Latta 1/4 lb. 1 Weigher, Letson & Burpee 1 lb. (practically new), 1 Fish paste grinder, 1 Retort, 6 car double end, 1 Steel tank, cone bottom. Apply Box 346, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

FORSTER SHIP BUILDING CO., INC.

SHIP BUILDERS — ENGINEERS
MARINE WAYS — REPAIRS

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In Southern California

CHRIS-CRAFT MARINE ENGINES

H. G. McKINNEY & CO.

Berth 192 Terminal 4-1473
Wilmington, Calif.



Woolsey Paint Advances F. C. Cook and J. W. Nally

The C. A. Woolsey Paint & Color Co., Inc., which has been producing Woolsey marine paints for 102 years, has announced two important personnel shifts for the Pacific states. Frank C. Cook, Seattle, who has been Northwest sales representative for the past 3 1/2 years, becomes West Coast manager for Woolsey.

J. W. Nally, well-known along the coast for many years, moves up from the West Coast manager position to that of assistant sales manager and will make his headquarters in New York City. Herbert W. Evans, Jr., is sales manager.

Mr. Cook will continue to make his residence in Seattle for the time being, and will work on the Coast with Woolsey distributors: Pacific Marine Supply Co., Seattle; Weeks-Howe-Emerson Co., San Francisco; Oregon Marine Supply Co., Portland; San Diego Marine Hardware, San Diego; and Chiles Boat Co., Lynwood, Calif.

In order to make possible the launching of private boats and closing shore operations by fishing craft, rock jetty is to be constructed at the mouth of Smith River, on the northern California coast near Castle Rock Bay.

Adams American Netting Tubbs Cordage
Pabco Marine Paints

A. D'ACQUISTO & SONS FISHERMEN'S SUPPLIES COMPLETE TROLLING EQUIPMENT

Phone: 2-4110
Municipal Wharf, Monterey, Calif.

Your headquarters in SAN PEDRO Seaside Supply Stores, Inc.

ADAMS NETTING Commercial Fishing Supplies

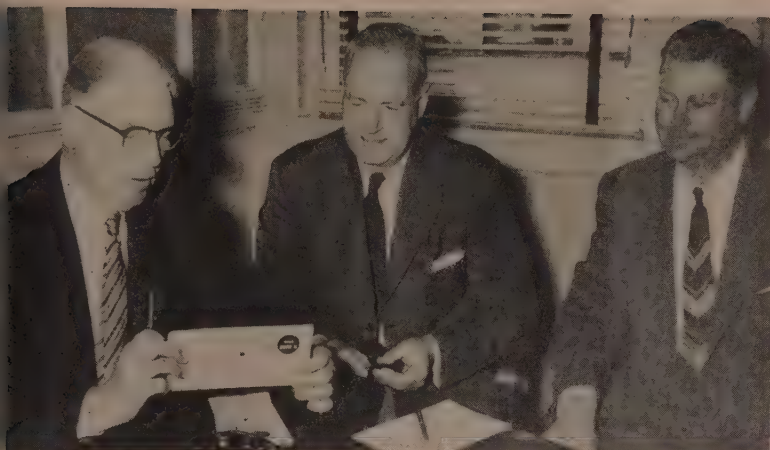
803 S. Palos Verdes Terminal 2-7297

DOC FREEMAN'S

MARINE ENGINES EQUIPMENT HARDWARE

12 volt 17 amp. generator, \$20.00
12 volt 26 amp. generator, \$35.00
12 volt 40 amp. generator, \$40.00
12 volt 55 amp. generator, \$60.00
30 lb. Danforth Anchors, \$20.00

999 Northlake Ave. EV 1500 Seattle



L. Bergman, Pacific Coast manager, Plymouth Cordage Co.; B. B. Bradley, vice-president in charge of sales, Plymouth Cordage Co.; and R. D. Ladd, vice-president and general sales manager, Pacific Marine Supply Co., Seattle, snapped by a PACIFIC FISHERMAN editor in Mr. Ladd's office. The occasion was a flying visit Mr. Bradley made from Plymouth, Mass., to the Pacific Coast when he visited distributors in Vancouver, B.C., Seattle, Portland, San Francisco and Los Angeles. Mr. Bradley was on the Coast to consult on fishing industry matters, and he also expressed amazement at the continued growth of this area.

Successors Will Handle Titan Metal Line

Through an oversight, in a recent story "Pacific Fisherman" regarding the distribution of the George S. Lacy Co., San Francisco, it was not mentioned that one of the prominent lines handled by the company is that of the Titan Metal Mfg. Co., Bellefonte, Pa., "Tru Shaft" naval engine propeller shafts. The George S. Lacy Co. handled the Titan line ever since 1933. Tru Shaft naval bronze propeller shafts and the other products of the Titan Metal Mfg. Co. will continue to be handled by the successor companies of the George S. Lacy Co.—David Winslow Co., 25 California St., San Francisco, covering northern California, and Clarence F. Herrmann Co., 420 South In Pedro St., Los Angeles, covering southern California.

Bendix Develops New Fish-Finder

New depth recording equipment that gives a fisherman the choice of a narrow beam for navigation or a wide beam for fish-hunting has been developed by the Pacific division of Bendix Aviation Corp. It is a dual-sweep transducer, designed for use with the latest model Bendix depth recorder. With the flip of a switch, the depth-sounding "beam" changes from a cone-shaped 24° span to an 80° underwater fan. Bendix claims that the 80° beam gives the fisherman far greater scope in searching for fish, but at the same time provides the option of pinpointing individual schools with the narrow beam. The narrow beam is particularly suitable as a navigational aid.

**CHRIS-CRAFT ENGINES
MICHIGAN WHEELS
APELCO
DIRECTION FINDERS**

BRYANT'S
Marina

117 E. NORTHLAKE ME 0090
SEATTLE

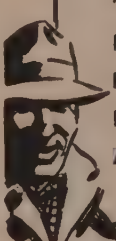
The transducer was developed initially for British Columbia herring fishermen, who used it with notable success. Now it is offered as optional equipment with the depth recorder.

The DR-12 is a dual-range, ultrasonic depth sounding instrument produced at Bendix Pacific, specially designed for in-shore commercial fishing, or for any operation requiring accurate soundings to 200 fathoms. On the 50-fathom scale with soundings at the rate of 240 times per minute, the instrument gives excellent detail for shoal-water fishing of herring, sardines and similar catches. The 200-fathom scale is especially adapted for dragging, trawling and long line fishing.

A. G. Cunnings Now Mgr. Chrysler Engines in N. Y.

Clyde C. Williams, vice president of sales for the Chrysler Corporation marine and industrial engine division, recently announced the appointment of A. Gordon Cunnings as manager of the company's new regional office in New York City. Mr. Cunnings is well known on the Pacific Coast as a Chrysler factory representative for this division in California and later in the Pacific Northwest. For the past several years he has held a similar position in the New York area.

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FISHERMEN — PARTS
FOR WASHINGTON
DIESELS ARE ALWAYS
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THE FISHERMAN'S YARD

24-HOUR SERVICE • REPAIRS

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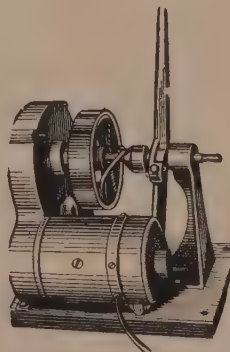
HARBOR BOAT BUILDING CO.

Fish Harbor — Terminal Island, California

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Standard Engineers' Report

CASE HISTORY

RPM Delo Oil and
PRODUCT *Standard Diesel Fuel*

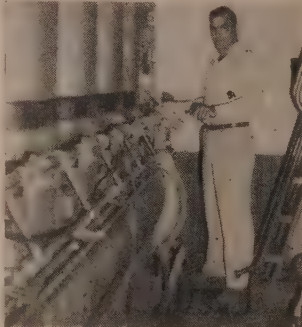
M.V. West Coast,
FIRM *San Diego, Calif*

Liner wear only 0.0025" after 18,200 hours' work

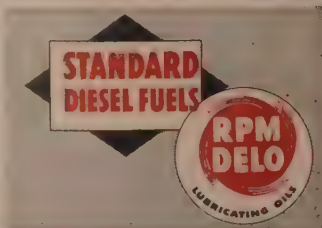


OUT AFTER TUNA THE YEAR AROUND, the M.V. West Coast goes as far south as Peru. This clipper's 400 h.p. diesel works under constant load as long as 90 days at a time, but RPM DELO Heavy Duty Lubricating Oil keeps all engine parts clean and in good condition.

CHIEF ENGINEER MANUEL VIERRA uses Standard Diesel Fuel exclusively. Its controlled distillation range and high ignition qualities provide full, uniform power. Because it is delivered clean, injector nozzles in the West Coast's engine are cleaned only once a year. Not one has been replaced since the last overhaul.



FOR EXPERT HELP on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write to 225 Bush St., San Francisco.



Liner wear was only 0.0025" at time of last inspection—after 18,200 hours of tough work since overhaul. All piston rings were clean and free, pistons & cylinders had no deposits, and bearings were in perfect working condition.

How RPM DELO Oils keep engines clean and prevent wear



- Contain special additives that provide metal-adhesion qualities...keep oil on parts whether they are hot or cold, running or idle.
- Anti-oxidant resists deterioration of oil and formation of lacquer...prevents ring-sticking. Detergent keeps parts clean, helps prevent scuffing.
- Special compounds stop corrosion of any bearing metal, and oil foaming in both wet and dry sump engines.

TRADEMARK REG. U. S. PAT. OFF

STANDARD OIL COMPANY OF CALIFORNIA

This They Did in Rome

Specific treaty method of dealing with ocean fishery conservation problems emerged as a strengthened concept from the "International Technical Conference on the Conservation of the Living Resources of the Sea", participated in at Rome this spring by 51 nations.

The conference was called by the General Assembly of the United Nations to make recommendations from the technical and scientific standpoint of the International Law Commission, currently meeting in Geneva, on the problem of how ocean fishery conservation may best be served through cooperation between nations.

COLLECTIVIST CONTROL of high seas conservation was suggested by the International Law Commission in a report to the General Assembly of the U.N. in the fall of 1953. The General Assembly re-referred the matter to the I.L.C. at that time with instructions to bring in a report later, when all aspects of the problem had been more fully examined, and after receiving recommendations from the technical conference held recently in Rome.

The I.L.C. proposal of 1953 called for a single international fisheries commission set-up under the F.A.O. to handle all problems of ocean fishery conservation. Specifically, the draft article" touching this subject read:

"States shall be under a duty to accept, as binding upon their nationals, any system of regulation of fisheries in any area of the high seas which an international authority, to be created within the framework of the United Nations, shall prescribe as being essential for the purpose of protecting the fishing resources of that area against waste or extermination. Such international authority shall act at the request of any interested state".

NO FRIENDS—This concept of an over-riding, all-embracing, world-wide ocean fisheries controlling commission had few friends—or none at all—at the technical conference, whose report to the International Law Commission ignores this proposal utterly. At the same time, the Rome conference report to the I.L.C. fully approves the handling of international

fishery conservation by means of special treaties negotiated between nations concerned.

Three specific points are made:

"1. The Conference notes with satisfaction conservation measures already carried out in certain regions and for certain species at the national and International level. International cooperation in research (including statistical cooperation) and regulation in conservation of living resources of the high seas is essential. The Conference considers that wherever necessary further conventions for these purposes should be negotiated.

"2. The present system of international fishery regulation (conservation measures) is generally based on the geographical and biological distribution of the marine populations with which individual segments are concerned. From the scientific and technical point of view this seems, in general, to be the best way to handle these problems. This system is based upon conventions signed by nations concerned.

"3. From the desire expressed during this conference by all participating nations to cooperate in research, and from the guidance given by existing conventions, it appears that there are good prospects of establishing further conservation measures where and when necessary." (The conference then outlined guiding principles of general character for formulating such conventions.)

Recognizing the possibility that disagreement between signatories might defeat the purpose of a conservation treaty, the conference suggested that such instruments might provide for referral of such disagreements to qualified and impartial experts chosen for the special case by the parties concerned. (This procedure is provided for in the North Pacific Fisheries Treaty.)

● **TERRITORIAL SEAS**—Save for declaring: "When formulating conservation programs, account should be taken of the special interests of the coastal state in maintaining the productivity of the resources of the high seas near its coast", the conference avoided taking a specific position on

the touchy topic of the territorial sea.

It discussed the question, and in its report refers to the sharp cleavage existing between national viewpoints.

The conference was generally agreed that it was not competent to express opinion on the extent of territorial seas or of national jurisdiction by coastal states. "Special interest" of coastal states in the matter of fishery conservation in the seas off their coasts was discussed, but without action, as opinion was "more or less evenly divided" as to whether the conference was competent to make recommendations on this point.

● **POSITION MODERATE**—South American countries, which have been strong advocates of the special interests of coastal states, continued firm in this position, but returning delegates expressed the opinion that the Latin American viewpoint was relatively moderate, and that perhaps it underwent some modification during the conference as result of discussions there.

Following conclusion of the Rome conference Chile, Ecuador and Peru were reported to have informed the United States that they were prepared to accept the suggestion of the United States for a conference to discuss problems arising from the activities of American fishing vessels in what the United States considers as international waters off the coast of South America.

The three states are understood to have specified that the conference be a four-power affair—which is expected to prove acceptable to the United States.

At presstime no date or place for such a meeting had been announced.

A. M. Day Retires From U.S. Service

Albert M. Day, an assistant to the director of the U.S. Fish and Wildlife Service, retired from the federal service June 30 after 36 years. He is joining the Arctic Institute of North America, where he will direct a study of migratory waterfowl.

Mr. Day was director of the F.A.W.S. from 1946, when he succeeded Dr. Ira N. Gabrielson, until the spring of 1953, when he was relieved by Secretary of the Interior McKay.

Trutanic Visits Japan

Nicholas F. Trutanic, vice president in charge of production of Star-Kist Foods, Inc., spent a part of May on business in Japan, visiting the principal tuna ports and operators of that country.

"CHRIS-CRAFT MARINE ENGINES are efficient under all conditions!"

— says Nick Bez of Peninsula Packers



Part of Peninsula's fleet of Chris-Craft-powered gillnetters.

"Commercial salmon fishing in Bristol Bay is concentrated to only a few days a year," explains Mr. Nick Bez of Peninsula Packers, Seattle, Wash. "If the fisherman's equipment doesn't function perfectly, he stands to lose his entire potential catch in what is undoubtedly one of the roughest commercial operations for boats and engines in the world! That's why our 32-ft. gillnetters are equipped with Chris-Craft Marine Engines. We know from experience with other Chris-Craft-powered boats that these engines always start and operate efficiently under all conditions. For really rugged duty, we'll specify Chris-Craft Marine Engines every time!"

Model WBS
190 h.p.



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Tuna Canning in San Francisco—From the left in each row: Receiving area for boat or truck deliveries. Inspected and weighed, tuna go into boxes which are picked up by fork truck and moved to the butchering and pre-cook department. Mrs. Dolores Caceres, forewoman, W. D. Harlan, master mechanic, and Thomas N. Miller, manager,

by the Carruthers Pak-Former, which packs all "divided" items. In the lower row, finished loins are routed into the Pak-Shaper, seen again in the second photo. Discharge end of the Continental Can Co. line is shown on the right, with the exceptionally thorough and effective can-washing equipment.

How Radical Surgery Saved an Ailing Cannery

Sometimes radical surgery is needed with a fish canning plant as well as in a human being. This was the problem faced by Washington Packing Corp., Pier 92, San Francisco.

Wafico took over a small cannery at its present location in 1950. From this small beginning—it had a capacity of 150 cases of tuna per day—the company now produces from 800 to 1,000 cases daily, and on occasion has gone as high as 1500 cases per day. The result was accomplished by a slow process of improving machinery and by a lot of hard work on the part of a faithful crew of employees. The plant packs solid pack, chunk, flake, and grated tuna in both the white and light meat varieties.

However, by the end of 1952 it appeared that no further improvement could be made with the existing layout, and here's where the radical surgery comes in. It was decided by Al Levy, president of the company, and manager of Washington Fish & Oyster Co. of California, San Francisco, and

Thoms. N. Miller, manager of the cannery, to make a major revision in the plant. Mr. Miller, incidentally, is well equipped for his job, having started his career with the Alaska Salmon Co. on Bristol Bay as a tallyman. During the war he operated tugs in the Aleutians, and after the war joined Wafico in San Francisco.

On the major revision of the cannery Levy and Miller had the wholehearted cooperation of the Continental Can Co., and Barney Iverson, Continental engineer.

The plant was completely rearranged on the basis of flow of raw materials, paying no regard to the previous installation. The only item of equipment remaining in its original location was the boiler. A 40 x 140' dock was built, as was a 55 x 55' fish house, and a 20 x 60' fish cleaning room.

Both local-caught Albacore and imported frozen tunas are packed. For unloading fish from boats at Wafico's dock, there is a hoist with a power

traversing mechanism which carries a bucket of fish from the boat hold to the scale elevator without any manual labor. The bucket is of the drop bottom type. The scale elevator is designed to permit close inspection of all fish before the fish is conveyed to the scale hopper.

A large capacity fish scale was installed, with appropriate conveyors. A number of portable steel tanks were built for the holding of fish in temporary storage. Each tank is 36" deep, 40" wide, and 60" long. There are 24 of these tanks. They are placed under the scale hopper and fish slide into them by gravity. Fish can be iced in these tanks, and frozen fish can be thawed in them by filling them with water. When the tanks are filled they can be picked up with a fork lift truck and placed where they are wanted—usually next to the butchering tables.

"This system gives selectivity in butchering fish", Mr. Miller told a *Pacific Fisherman* editor. "In the event of a large influx of frozen fish, the fish can be laid on the fish room floor and thawed by means of an overhead sprinkler system. This method is used particularly with larger sized fish, which present a thawing problem".

Butchering is accomplished on stan-

dard conveyor type tables. The fish are cooked in three fish cookers, holding eight racks to the cooker, in batches of 10 tons each. A uniform, close controlled pre-cook is obtained by the use of automatic instrument controllers on the cookers. Normal cooking temperature is 216°, but of course the time varies with the size of the fish. Fish are cooked to backbone temperature and this is checked using a regular meat thermometer. Kraft paper tuna basket liners are used in the cooking baskets. The cooling period depends on the nature and size of the fish but it is at least over night.

Fish are cleaned the next day, and this phase of the operation has been kept simple. Plain, ordinary tables are used, and the women work in teams. This system was evolved in the Washington plant by Mrs. Dolores Caceres, fore woman, who has had many years experience in the fish canning business.

One woman skins the fish, the next one bloods it, and the third woman does the finishing. The particular number of women doing any one function varies from day to day, and according to the size of the fish.

One of the great advantages of this team system", according to Mr. Miller and Mrs. Caceres, is that it tends to alleviate the monotony of the work.

Offal is gathered up daily and taken to a nearby reduction plant.

The cleaned fish loins are handled on wooden trays and carried to the particular filling machine then in operation. There are three Carruthers filling machines in the plant, one each for ¼-lb. and ½-lb. fancy and ½-lb. chunks, and from the fillers the cans pass an inspection point, and then through an oiling device designed and built by Mr. Miller and W. D. Harlan, master mechanic of the plant.

These oilers have round-bottomed recovery troughs making them easy to clean. Messrs. Miller and Harlan fabricated their own bearing blocks to give a sanitary installation. In these blocks are bushings which obviate the necessity for any lubrication.

The troughs are 24' long and run the full length from the filler to the seamer. Temperature on the salad oil is held in close limits by automatic temperature control instruments. The oil is supplied to the kettle through a steam jacketed line which removes the chill from the oil. From the steam jacketed kettle the oil goes to the point of application to the cans, and surplus oil is recovered through two sumps, set in series. The first is a gravity settling sump. The over flow



Al Levy, president, Washington Packing Corporation, inspects a can of Ocean Beauty tuna packed in its San Francisco plant.

from this goes through to another sump and is screened through an 18-mesh stainless steel screen of large area.

The use of two sumps eliminates all clogging of the screen with fish particles. From the second sump the oil is pumped back to the steam jacketed kettle, passing through a heat exchanger, specially designed for this purpose by Mr. Harlan. By applying heat in three different points in the cycle an extremely close control of temperature can be maintained.

The filled and oiled cans then go through an automatic salter and to the Continental seamer, operating at from 125 to 250 cans per minute. From the seamers the cans go through continuous can washers. These washers were also designed and built by Miller and Harlan.

The primary washing principle involved is that of high temperature, high volume, jet action over an appreciable length of time. There are jets of washing solution striking the cans from above, below, and the sides, in these washers.

After this phase the cans pass through a rinsing cycle where they are rinsed by another set of jets, using high temperature water.

This rinse water is not recovered, thereby assuring a constant supply of clean rinse water. The pumps on these washers are 15-hp, 400 gpm. The washers also serve to elevate the cans so they can drop into waiting retort baskets.

There are two retorts, 5 x 22', eight basket capacity. Since the Washington plant is built on a dock, no retort pits were possible, therefore an elevated platform was built across the

front of the retorts so that level access could be had to the retorts. Steel plate, set in concrete is used for the portion of the platform for ease of handling baskets. The retorts are controlled by automatic controlling recorders.

Compressed air in the plant is supplied by one 25 hp compressor for pressure cooling of the retorts, and 1½-hp compressor for operating the instruments in the plant.

The boiler is 150 hp, oil fired. The plant is equipped with a pressure lubricating system with permanently stalled grease guns.

When the cans come out of the retorts they go through a can unscrambler and then through a Knaul labelling machine, and then to a Chalmers-Ryder casing machine.

The ¼-lb., ½-lb. or 4-lb., institutional size cans are either sold under buyer's labels or the house brand Ocean Beauty.

Linen Thread Co. Shifts Sales Set-up

John E. Richardson, Pacific Coast manager, The Linen Thread Co., Inc., San Francisco, has announced the important changes in the company sales set-up on the Pacific Coast.

The operation of the Pauls, Ederer and Adams divisions of the company will cease as such. Otto Meltzer, who has represented these divisions, now comes a part of The Linen Thread Co., Inc., at its San Francisco office and will continue to call upon many friends in the interests of Pauls, Ederer and Adams netting and twines.

Richard K. "Dick" Finn who has been representing The Linen Thread Co., Inc., in California, Nevada, and Utah, for a number of years, will, sometime in July, represent that company in the states of Oregon, Washington, Montana, and Idaho, promoting the Barbours' and Gold Medal nettings and twines. Mr. Finn will make his residence in Seattle.

Mr. Richardson, who started with the company March 1, 1920, in San Francisco, celebrated his 20th anniversary as Pacific Coast manager of the company June 1.

New Officers of Seafood Distributors Assn

The American Seafood Distributors Association, Washington, D.C., elected Leo Weil of Louisville president for the current year, with Gil Kuhn of the Marine Products Co., San Diego vice-president, and W. R. Meier, Milwaukee, treasurer. C. M. Reinke of Reinke & Amende, Los Angeles is among the directors.

Sockeye Buying for Export Further Reduces Inventory

Buying of Puget Sound and Alaska sockeye halves for export, principal feature of the market in April, continued active through a good part of May, with one buyer after another seeking to cover estimated requirements. No reliable estimate can be given of the total amount purchased, but by general agreement it reduced the carryover stock to a point where it is no longer burdensome, and what is left is strongly held. Trading was for very near offering prices for domestic sale.

The primary domestic market has run into a flat calm, with virtually nothing to sell except Red, Sockeye and fancy Chinook halves, none of which find any demand worth mentioning for current shipment from the coast; though some report a little better movement of such goods from congested stocks around the country, apparently reflecting a movement into consumption of the supplies taken on by the trade earlier in the year.

Buyers are evidently hungry for their items—practically anything in talls, and Pinks and Chums in any size—of which there are none available, aside from small scattered lots which occasionally come out of hiding. Late in May, for instance, a few pink halves and Chum talls were offered, going out quickly at \$14.00 for the former and \$17.00 for the latter.

The Columbia River spring pack fulfilled its early promise, both as to quantity and quality; and the Chinooks, practically all of fancy grade, have been priced as last year at \$20.50 or halves, with a general range of 20.00 to \$21.00. The goods are moving slowly; the trade in some principal Chinook markets showing rather less alacrity than usual, being apparently stocked up with Sockeyes. Complete assurance is felt, however, that the spring pack will be moved without difficulty through the usual channels.

First arrival of new-pack from Alaska consisted of Copper River sockeyes, with a few Chinooks; the

latter comprising a slightly greater percentage of the pack than last year, while the Sockeye pack will apparently not be more than half that of 1954. The latter includes several thousand cases in tall cans, for which there will no doubt be a lively demand; but packers are, at this writing, a bit puzzled as to how they should be priced. It is felt that they should bring somewhat more than the \$29 at which the last Red talls were sold.

With fair supplies of 1954 Sockeye halves still on hand, the new Copper River goods in this size receive little attention, and no special effort is being made to sell them: some packers, indeed, being confident of an advance during the summer, and disposed to hold back until something is known of the Puget Sound production.

Another new item is Quinault River Bluebacks, of which a few have appeared in both halves and quarters, being offered on about the same basis as Puget Sound Sockeyes. The usual very small production is in progress; but practically no Bluebacks are expected this year on the Columbia River, where the seasons have been adjusted to give them complete protection.

Canco Dedicates New Research Lab

The American Can Co.'s new research and development center at Barrington, Ill., hailed as the world's largest in the food and container industries, was opened May 26 with formal ceremonies. The event was of special interest from the fact that, since its early days, research carried on by this company has been an important factor in the technical advancement of the canning industry, contributing notably to the progress of fish canning on the Pacific Coast.

Participating in the ceremonies were Ezra Taft Benson, Secretary of Agriculture; George B. Morrill, Jr., president of the N.C.A.; William C. Stolk, Canco president, and many scientists and businessmen from all sections.



George "Hutch" Palmer (at left), who is representing Robert L. Stix, Inc., in the newly opened office of the firm in Los Angeles. With him is Robert W. Hayman of the New York office of the Stix brokerage firm, who spent several weeks of May assisting in the opening of the new branch.

The dedication events extended over two days, and included an "open house" for the general public.

Dr. Roger H. Lueck, vice-president in charge of research, explained that the new building, which reflects more than 20 years of planning, has more than 100,000 sq. ft. of floor space and employs some 140 specialists in related scientific fields; while the laboratories are very completely equipped with the most modern scientific apparatus.

Halibut Promotion Plan Strikes Free-Ride Reef

Industry plans for a halibut promotion program, designed to foster profitable selling on this product in which the North Pacific has a near monopoly, ran aground with the start of the producing season.

At presstime there seemed to be no immediate prospect of getting the project afloat again—desirable as that was in the view of almost all of those concerned.

Bare failure to secure 100% adherence of the principal primary distributors resulted in the withdrawal of others who raised the "free ride" objection; and was the reef on which the plan stuck fast.

Dooms Offers New Lines

William O. Dooms Co., Oakland, Calif., sea foods distributors, now have a line of Japanese scallops in 2½-lb. cartons, and swordfish fillets. The company is also introducing Gorton's new larger fish stick package—16 sticks—16-oz., for "families with king-size appetites".

Johnson and Ehrman Join Whitney & Co.

E. G. Johnson, who has been assistant manager of the Booth Fisheries Corp.'s Seattle branch for some years, recently joined the staff of Whitney & Co., Seattle sales organization headed by Sam Rubinstein, as manager of the frozen fish department.

Another new member of the Whitney & Co. staff is William F. Ehrman, formerly with the General Grocery Co., Portland wholesale house, who for the last few months has been assistant to Guy Wilson, Whitney sales manager, in the sale of canned salmon, etc. Mr. Wilson spent the month of June on vacation, and early in the month Mr. Rubinstein made a short visit to the Seldovia Bay Packing Co. plant in Alaska.

Whitney & Co. and other Rubinstein enterprises, including the Seldovia Bay concern, Farwest Wrangell Co., and others, expected to be in their new headquarters on Lake Union early in July: the address is 1455 Northlake Place, phone EVergreen 2642.

California Canned Tuna Pack — April, 1955

(In cases of 48s, except as indicated)

	Solid Pack	Standard Pack	Chunks	Grated, Flakes	Dark & Light	Tonno	*Misc.	Total
White Meat								
1 lb.	319	223						54
1/2 lb.	87,204		26,965	21,953	542			136,661
1/4 lb.	14,198	655	750					15,603
1/2 lb.							1,084	1,084
Total in 1/2 lbs.								146,63
Light Meat								
4-lb. 12s			474					47
1 lb.	732	623	1,231					2,586
1/2 lb.	98,806	4,081	320,575	83,295	2,723	10,959		520,43
1/4 lb.	13,541	1,204	22,517			†9,718		46,98
1/2 lb.							6,551	6,551
Total in 1/2 lbs.								561,45
Totals	214,800	6,786	372,512	105,248	3,265	20,677	7,635	†707,91

*Tuna Specialty products converted to 1/2 lbs.

†1/4 lb. (100s).

‡Total case pack, converted to 1/2 lbs.

N. Calif. Institute Shows Steady Growth

New members are being added steadily to the recently formed Northern California Sea Food Institute, according to Joe Tarantino, secretary.

Among those recently signing up from the Pittsburg area are: Davi Fisheries; Pittsburg Fishing & Packing Co., and Sacramento River Packing Co. From the Monterey area are: American Freezer Co.; Consolidated Factors; General Fish Co.; Mission Fisheries; Pacific Mutual Fish Co.; Regal Sea Food Co., and U. S. Freezer Co.

State's Stream Control Upset by High Court

Right of a state to protect the fish life of its streams, even in cases where they lie wholly within the boundaries of the state, suffered a knockout blow in the United States Supreme Court in June when it ruled against Oregon in the Deschutes River case.

The court upheld the validity of Federal Power Commission permit for construction of a dam by a private power company, even though such construction would violate the state law which requires sanction of the state Fish Commission. This has been denied because the Fish Commission found that the dam proposed would be destructive of salmon and trout.

The attitude of the court in this case follows the pattern of the decision favoring the Cowlitz dams in Washington, which were approved despite the fact that a state law specifically forbids such construction.



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GALL DINNER — Leaders of the Japanese fishing industry honor George O. Argall, "Pacific Fisherman" representative visiting Tokyo. Facing the camera, from the right: K. Kobayashi and So Fujita, Japan's International North Pacific Fisheries commissioners; Mr. Argall; Kenji Sakai, "Pacific Fisherman" representative in Japan; K. Nakabe, president of Taiyo Gyogyo; K. Mizota, Taiyo advisor; K. Hoketsu, president, Kyokuyo Hogeii.

Jack Miller Joins James Farrell Staff
Newest member of James Farrell Co.'s sales staff at Seattle is J. L. W. "Jack" Miller who came to his new job from the Nordby Supply Co., which is headed by his father, J. Lynn Miller. After graduating from the University of Washington, Jack served a bit in the army before joining Nordby's two years ago.

SEATTLE MARKET

Prices openly quoted at presstime, f.o.b. Pacific terminals, for cases of 48 cans, unadvised brands. Advertised brands of some principal items are priced somewhat higher.

Alaska Red or Soc., halves		\$16.00-17.00
Pgt. Sound Sockeye, halves		16.50-17.50
Quinalt Blueback, halves*		17.50
Quinalt Blueback, halves*		16.50
Col. Riv. Chinook, fey., halves*		20.00-21.00
Col. Riv. Chinook, choice, halves		15.50-16.50
King or Chinook, halves		14.50-15.00
Chum, halves		9.50

*1955 Pack.

Shrimp Plant Starts At Crescent City

With the opening of the 1955 shrimp season in northern California, the West Coast Crab Co.'s plant in Crescent City was reopened for shrimp picking and packing. Sam Mattola, buyer for the firm, had a crew of 32 pickers lined up to handle deliveries, chiefly from the *Three Bees* of Crescent City, which had been specially equipped to operate for the company.

Domestic Chum Price Reduced in Japan

Late spring saw a 15% reduction in the Japanese price of canned Chum salmon for domestic consumption, the lead was taken by some of the smaller factors, the cut becoming general when Nichiro, largest packer, quoted the reduction.

Henry Goodrich Jr. With J. R. Townsend, Consultant

Henry Goodrich Jr., son of Henry Goodrich, director and eastern sales manager, New England Fish Co., is now associated with J. R. Townsend, San Francisco fisheries consultant, as an assistant in Mr. Townsend's office.

"PF" Staff Man Studies Fishery Situation in Japan

George O. Argall Jr., an editorial staff member of Miller Freeman Publications, in late May and early June visited and interviewed ranking figures in the Japanese fishing industry.

He was received most cordially by industry leaders, who gave him every facility and consideration to further his enterprise, which was concerned primarily with building contacts and editorial background, rather than specific coverage in the editorial field, in which this journal is represented most effectively in Japan by Kenji Sakai.

Genzaburo Yasunori, president of the Daily Fisheries Economist, leading fishery publication of Japan, gave a dinner in Mr. Argall's honor, at which the accompanying photograph was taken.

Koulouris & Casaretto In New L.A. Quarters

Koulouris & Casaretto Co., Los Angeles frozen and fresh fish brokers, have moved from their location to 656 S. Alameda. Alda Casaretto heads this company, with Joe Merlo as associate.

They Add Up To A Lot of Sales!



Oceanic

SALES COMPANY
3302 SMITH TOWER
SEATTLE 4, WASH.

"Packed with the Wiggle in its tail"

NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868

Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods



J. G. Sharer, vice-president in charge of sales, Star-Kist Foods, Inc., right, with John Haring, new overseas salesman for Star-Kist.

Halferty's Progress In Clam Season

G. P. Halferty & Co., conducting the only sizeable razor clam canning operation in the Cordova district this year, reported the bulk of the area's 42,000-case quota filled by the end of May, but expected several weeks more of activity. In the Kodiak area, where clam canning has been resumed for the first time since 1950, they started early in the season with a digging crew on Swikshak Lagoon on the mainland. The season there runs to July 15.

Pacific Coasters Named To N.F.I. Key Posts

Chairmanship of the three key standing committees of the National Fisheries Institute went to Pacific Coast men when President Francis W. Taylor's appointments were announced in June.

Lloyd Turnacliiff of the Meredith Fish Co., Sacramento, Calif., who is also the national treasurer, was appointed chairman of the finance committee.

Quality is a prime consideration with N.F.I. members today, and the chairmanship of the Quality Committee is a responsibility of first rank. It went to E. A. Ruther of San Juan Fishing & Packing Co., Seattle.

National Institute membership relies heavily on its Resolutions Committee to screen the proposals-for-action which come before the annual meetings of the Institute and the job requires careful scrutiny and analytical study. Its chairmanship went to Elmo Jack of the E. C. Jack Brokerage Co., Los Angeles.

Norfish Distributes Fish Stick Dinners

Norfish Sales Co., Oakland, Calif., has been appointed a distributor for FrigiDinner frozen fish stick dinners, which consist of four fish sticks, peas, baked macaroni and cheese, on an aluminum plate. They are packed by FrigiDinner, Inc., Philadelphia.

Neil J. Taylor, of Norfish, accompanied by Mrs. Taylor, attended the NFI convention in New Orleans; then flew on to the Caribbean, where they visited Haiti, Jamaica, and other islands.

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California Tuna Imports May, 1955

Species	Source	Total
Yellowfin—Japan	1,100,000	1,100,000
Albacore—Japan	1,100,000	1,100,000
Yellowfin—S. America	1,100,000	1,100,000
Shipjack—S. America	1,100,000	1,100,000
Total		3,400,000

Parrott & Co. Celebrate Hundredth Anniversary

Parrott & Co., San Francisco, this year celebrating their centennial anniversary. And in this 100th year the canned foods division represents a substantial part of the overall activities of the firm.

S. E. Burkenroad is now manager of the canned foods division, assisted by R. A. L. Menzies. The division represents packers whose brands have been on the market for many years. One of the oldest labels is *El Capitan* under which the Hickmott Canning Co., Pittsburg, Calif., packs its line of fruits and vegetables. Hickmott Canning Co. is one of the few Pacific Coast packers of shad and shad roe under buyers' labels and shad roe under the *Fair Play* label. The association between the Hickmott Canning Co. and Parrott & Co. extends over a period of 50 years.

Another important account represented by Parrott & Co. in the seafoods field is Pan-Pacific Fisheries Inc., packers of tuna, sardines, mackerel under the *Sweepsta* brand. Parrott & Co. are also factors in the importation of Peruvian and Japanese products, including crabmeat and tuna.

The firm was founded by John Parrott in 1855. Its president now is John M. Menzies, son of R. H. Menzies, former president and now chairman of the board. L. M. Cole is vice president.



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28th Street and Harbor Dr. San Diego.

America's
best advertised
brand of
salmon



BUMBLE BEE
Seafoods

COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon

California Tuna Operations — May, 1955

(Approximate figures for tonnage and total case pack)

SAN PEDRO

SAN DIEGO

Species	Tons	Species	Tons	Combined Tons
Yellowfin	6,457	Yellowfin	1,821	8,278
Skipjack	3,840	Skipjack	1,149	4,989
Bluefin	7	Bluefin	5	12
Albacore	1,941	Albacore	1	1,942
Total	12,245		2,976	15,221
Case in Cases	559,902		123,104	683,006

Alpak Tuna Returns With Revised Label

Del Monte tuna returns to the grocery shelves this season for the first time since early in World War II, and with entirely new label designs planned to make it easier for shoppers to identify quickly the different varieties and styles of pack.

California Packing Corporation will offer *Del Monte* tuna in both Albacore and Light Meat; and each variety in solid pack and chunk styles.

Canning Squid at S.F.

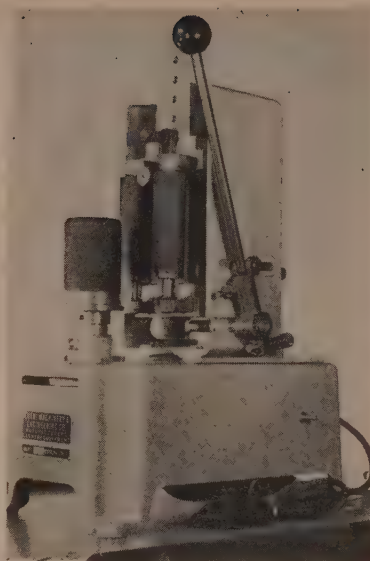
J-D Packing Co., Pier 92, San Francisco, has been busy packing squid packed in from Monterey Bay this spring, according to Jim Davi, partner in the company. A Chisholm-Ryder *New Way* labeller and a Knapp casing machine have been installed, as well as an oval can labeller.

Nelson Sends Crab Plant To Controller Bay

Sea-Fresh, Inc., incorporated this spring in Seattle and Juneau, has converted the former oil tanker *Penaco* into a floating crab cannery and freezer and stationed her for the season on Controller Bay, about 100 miles southeast of Cordova, where she went late in May with a fleet of crab boats.

Principals in the company are Chris Nelson of the Nelson Crab & Oyster Co., Tokeland, Wash., and G. Lee Risbell of Risbell & Co., Seattle sales agents, who will handle the marketing of the output. The development follows an experimental operation by Mr. Nelson at Cordova last year.

Some 30 hands are employed in the work of processing aboard the *Penaco*. Only Dungeness crabs are



CAN STRAIGHTENER, built by Luthi Machinery & Engineering Co., Inc., Gardena, Calif., is a patented machine that uses power for the job, which it does in many California canneries. Damaged can is placed on a rubber-covered rotating mandrel and when the lever is pulled body dents are ironed out and flanges reformed.

handled, being packed fresh in 1-lb. and 5-lb. cans; canned in ½-lbs., and shipped whole, brine-frozen and individually wrapped.

Salmon Cannery for Lease

Modern and complete 1½-line cannery located in Seattle immediately available. Equipped with 1-lb. tall and half-pound high speed vacuum machines and late model Iron Chink with Indexor.

Will consider leasing retort and boiler room separately. Cold storage facilities available in connection. Wire or write: BOX 754, Pacific Fisherman, 71 Columbia St., Seattle 4, Wash.

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modern OUTBOARD POWER for fishing service

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A pair of Pacific Coasters on the N. F. I. Convention's Merchandising Panel—R. M. Sloan, Los Angeles, left, and Lionel Shatz, San Francisco.

Columbia Spring Season Best in Many Years

Results of Columbia River's spring salmon season, closing May 27, were not known in definite figures, but were acclaimed by all as the best in many years, at least one packer reporting the largest receipts since 1935. The Chinook pack is believed to have been about three times that of 1954, with quality as well as volume better than usual.

Catches, as usual, fell off sharply after the opening spurt, but held up through the following weeks much better than in most recent years, in which the latter part of the season has produced practically nothing. This year most of the canneries were able to keep running, intermittently, right

to the close, and some deliveries of 500 to 600 lbs. were reported in the last week. Prices showed considerable variation through the season, the general average for Chinooks being figured at about 29c per lb.

Reduction Possible IF There Are Enough Fish

The California sardine industry assured by the Fish & Game Commission that, should there be an abundance of fish this season, sardine reductionists could apply for reduction permits, although reduction permits were denied in April.

George J. Christo, Northern Packing Co., San Francisco, and secretary of the San Francisco Sardine Association was told that if sardines return in sufficient number to justify reduction there would be nothing to prevent the commission from suspending its rule and considering the applications on their merits.

Upper Fraser River Closure Sticks

A move by fishermen to have Fraser river opened for commercial fishing above Pattullo Bridge at New Westminster, British Columbia, beyond Sept. 30, the present closing date, has been refused by Fisheries Minister James Sinclair.

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If you'll taste—smell—and try Archer "S" Soybean Salad Oil, you'll see why so many tuna processors are using it.

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New Albacore Boat Built at Costa Mesa

William Slingsby, who has been fishing commercially out of Southern California ports since 1946, in sending a subscription to *PFN* writes that in August he had a new Albacore built by Dittman & Donaldson at the Sea Boat Co., Costa Mesa, Calif.

The boat, named *Pieface*, is 35' x 12' and is equipped with refrigerator and 12 tons. It is powered with a General Motors 4-51 diesel, and fishes for High Seas Tuna Packing Co., San Francisco.

Capt. Slingsby adds, "I certainly have enjoyed your publication and consider it very informative to the commercial fisherman. Keep up the good work."

New Fishing Regulations for Washington Coast

Salmon fishing regulations for 1955 in the Grays and Willapa Harbor areas in Washington, announced at the end of May, set the over-all season at July through Nov. 30, with weekly closes of 48 hours commencing each Friday through September, and 24 hours commencing Saturday thereafter. The closed times on Grays Harbor start at 6 a.m.; on Willapa at noon.

The closed area off the mouth of



Pieface, built last summer for William Slingsby by Sea Boat Co., Costa Mesa, Calif.—Powered with a G-M 4-51 diesel, she fishes Albacore for High Seas Tuna Packing Co.

the Nemah River is doubled *except* during the Chum run, Oct. 15 through Nov. 15. The Quillayute River, above the Indian reservation, is closed to both commercial and sport salmon fishing.

Dr. Tod Mittwer, bacteriology and chemistry graduate of the University of Southern California, has joined the staff of the Terminal Testing Laboratories, Inc., affiliated with the Hackney Inspection Laboratories, Terminal Island. He succeeds Herbert Simon.

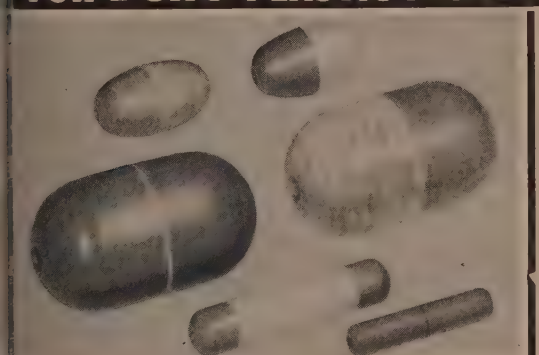
Sitka People Urge More Protection for Herring

Sitka Sound, one of Southeast Alaska's largest herring spawning areas, had less spawning this year than ever, according to old-timers. This was verified by Pros Ganty and Len Peterson of the Sitka Cold Storage who, after a flight over the area, urged the Fish & Wildlife Service to give the herring more protection. The Northern Fishing Vessel Owners Association and the Sitka Chamber of Commerce also have asked that the outside waters of Kruzof and Baranof islands be closed to herring seining for reduction until the fish are more abundant in the Sitka spawning area.

Double-Seam Inspection Booklet Is Reprinted

Because attention has again been drawn to the necessity for good seams on salmon cans, and because earlier editions of the standard booklet on the subject have long since been exhausted, Northwest Branch of the National Canners Association in May announced a new edition of the booklet "Salmon Can Double-Seam Inspection." Originally published in 1945, the booklet has been of value to the industry for many years, and now is once more available.

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Samoa Deal Will Save Fish for Japan

From the Japanese viewpoint, says our Tokyo correspondent, the feature of the deal in which Nippon Reizo K.K. supplies tuna to Van Camp at Samoa, using the freezer ship *Saipan Maru*, lies in the utilization of miscellaneous fish (swordfish, etc.) for Japanese domestic use. These varieties had previously been discarded in such operations.

The *Saipan Maru*, with special equipment for her new service and accompanied by some 20 tuna fishing boats, left Tokyo for Pago Pago

May 10. At first she will provide flake-ice only for her own fleet, but later will also have ice also for the six Mitsubishi boats fishing for Van Camp.

Alaska Razor Clam Consent Decree Reached

Cordova Fisheries Union, G. P. Halferty & Co. and Halferty Canneries in June agreed to a consent decree with the Federal Trade Commission whereby they will refrain from setting a price for raw clams produced by union members and bought by the companies.

Morro Bay Fishing Served by New Firm

Morro Bay Fisheries, a newly organized firm, of which the owners are Tom Cattolica, and Vic Lindwall of Cattolica & Lindwall, San Francisco, and Frank Alioto, Standard Fisheries, Inc., San Francisco, have leased the facilities of the Alden Fish Market at Morro Bay, Calif.

Manager of the new company Mr. Lindwall. Andy Alden, well known in the central California fish business, has retired, but Mrs. Alden manages the retail fish market in connection with the business.



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New Installations

Can Unscramblers

Pan-Pacific Fisheries, Inc., Terminal Island, Calif., has installed an Albertoli can distributing system for 27. tall cans, according to John Bertoli, San Francisco, manufacturer of the well known can distributing and unscrambling systems.

Pan Camp Sea Food Co., Terminal Island, has put in an Albertoli flat distributing system and an Albercan unscrambler.

The American Can Co., San Diego, put in a can unscrambler, and B. C. Packers, Steveston, B. C., installed an Albertoli can unscrambler.

Japanese Canned Foods

Inspection Compulsory

All Japanese canned or glass-packed foods for export must now be inspected by official or authorized civil engineers before shipment, under

an order issued jointly by the ministries of Public Welfare, Agriculture and Forestry, and International Trade which applies an existing law to such goods, effective June 1. This official requirement supersedes the rather hit-or-miss inspection procedure commonly followed in the past.

Pelican Near Finish Of 5-Year Build-Up

Pelican Cold Storage is in the home stretch of its 5-year improvement plan in the store and plant. Final installations include a large rotary booster compressor, expected to reduce freezing time by 5%; a third Caterpillar generating set for stand-by use, and a new automatic-control elevator serving all three floors of the fish-house. The old elevator has been equipped with a safety gauge.

A new service pier is now in use, with a winch and wash-down hoses for the convenience of fishing boats.

Address Communications To "Administrator"

Following the reorganization of the U. S. Fish & Wildlife Service's Alaska administration, announced under another head in this issue, all communications to the Service in Alaska concerning commercial fishery matters, in order to receive prompt attention, should be addressed to

Administrator,
Alaska Commercial Fisheries,
U. S. Fish & Wildlife Service,
P. O. Box 2021,
Juneau, Alaska.

* * *

Joel Moss, Homer, Alaska, has a new power plant in his 33' gillnetter—a 145-hp. Universal Super-Six with 2 to 1 reduction gear, purchased from Pacific Marine Supply Co., Seattle. Other new equipment includes a 20"x20" Federal propeller and a Walter Clean-Flo keel cooler.

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A black and white portrait of a man with dark hair, wearing a suit jacket and a bow tie. He is looking slightly to the right of the camera. The image is framed by a white border.A black and white portrait of a young man with short, dark hair, smiling slightly. He is wearing a dark suit jacket, a white shirt, and a dark tie. The background is a plain, light color.

L. R. Glostén

Livingston joins the firm following 6½ years' engagement with Moore Dry Dock Co., Oakland, as chief engineer. Previously he was with Bethlehem Steel Co., Shipbuilding Division, as engineer for 8 years. He spent 3½ years in the late 30's with Babcock & Wilcox Co. as design and test

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Assume that a second bearing is taken on another station by merely tuning the set to the frequency of the other station, and assume that the pointer reads 45 deg. Plotting these two on the chart gives a two-bearing fix in a matter of moments.

Joseph Tobin, district sales representative in Denver, has been named assistant manager sales promotion and advertising in San Leandro, Calif.

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H. H. Warren

H. Warren Advanced Exide Battery Staff

H. Warren, former assistant manager of the New York branch sales office of Electric Storage Battery Company, has been appointed assistant sales manager of the company's Exide Industrial Division, with headquarters in the general offices in Philadelphia.

Mr. Warren has been with the company in New York since 1921, starting as a battery assembler. In 1933 he became automotive replacement field salesman, and held this position until 1942 when he entered the U. S. Army, where he attained the rank of major.

He returned to the Electric Storage Battery Company in New York as industrial products salesman and became assistant manager of the branch in 1948.

A. Albright Advanced Cooper-Bessemer

Appointment of Albert A. Albright to assistant manager, marine sales section, was announced by Robert F. Lay, general sales manager of the Cooper-Bessemer Corporation, Mount Vernon, O.

Mr. Albright will act as the home-office representative of Charles M. Reagle, manager of marine sales, who is stationed at Cooper-Bessemer's district office in New York City.

Canco Appoints New Industrial Relations Head

E. T. Klassen has been appointed general manager of the American Can Co.'s industrial relations department, it is announced by Wm. C. Stolk, president. He had been assistant general manager of the industrial and public relations department, and for several years the company's chief negotiator in union contract discussions—having joined the company in San Francisco in 1925, and been industrial relations supervisor for the Pacific division from 1942 to 1945, when he went to the New York headquarters.



John W. Tucker, Cummins Engine regional representative at Los Angeles.

Tucker Represents Cummins In Los Angeles Region

John W. Tucker has joined the field sales staff of Cummins Engine Co., Inc., Columbus, Ind., as a regional representative with headquarters in Los Angeles. His appointment is announced by L. E. Williams, Cummins' manager-distribution.

Mr. Tucker has been associated with the truck and industrial power industry in Southern California for 25 years. He joined the Cummins distributor for Southern California, Cummins Service & Sales, as manager of industrial sales, in 1952. In his new position, Mr. Tucker succeeds J. P. Jung, who is now the Cummins regional manager for the southeastern region, located in Atlanta, Ga.



Arthur H. Collbran

Collbran Represents Danforth in Nor. Calif.

The Arthur H. Collbran Company has been named representative for Danforth Anchors in Northern California. Art Collbran (above) represents a number of leading marine manufacturers in the same area.

Michigan 5-Blade Wheels Soon in 20" to 60" Range

Michigan Wheel Co. states that within the next few months they expect to be able to furnish their 5-blade wheels in a complete range of standard sizes from 20" through 60".

First offered to the commercial field in a very limited number of sizes, up from 34", popular demand is said to have forced expansion of the line to include practically all standard sizes up to 60". Then followed the introduction of this radically different wheel to the cruiser division of the pleasure boating field. Offerings so far have been limited to standard sizes in the 20" to 24" range, but I. E. White, Michigan Wheel's executive vice president, says the enthusiasm generated by these wheels has made the complete range of sizes imperative. Patents covering certain phases of the design and construction of these wheels have been applied for.



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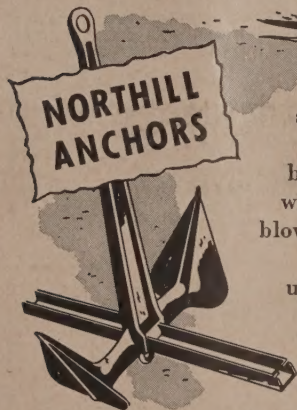
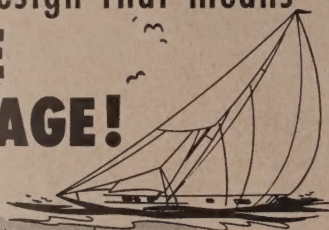
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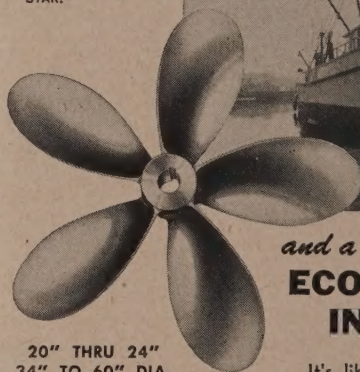
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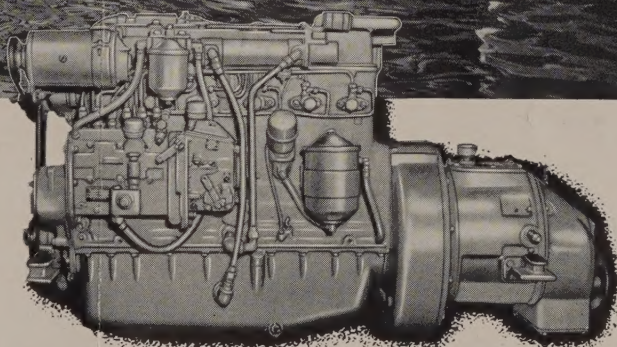
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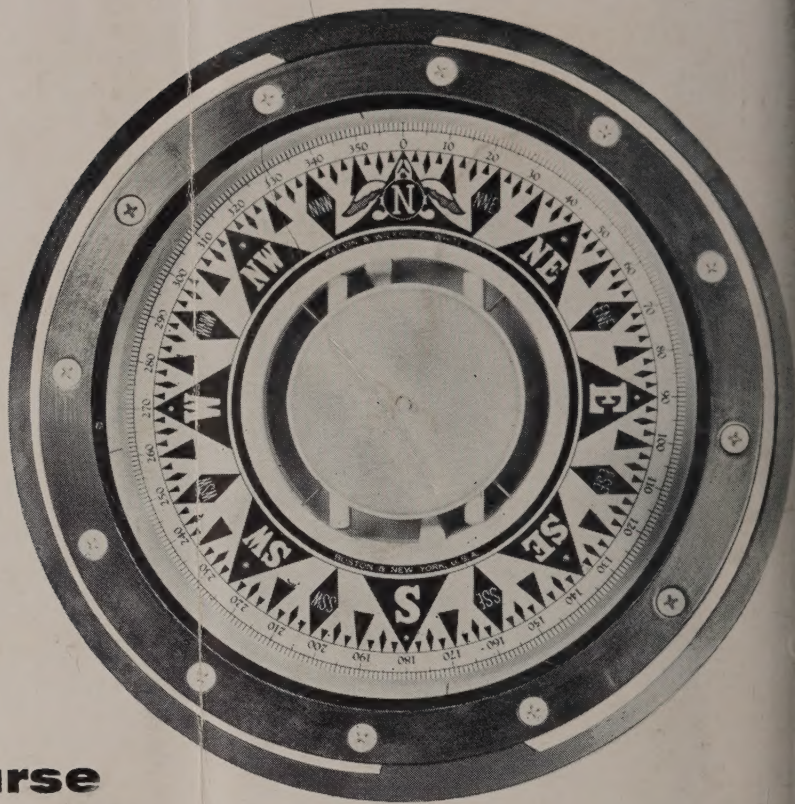
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